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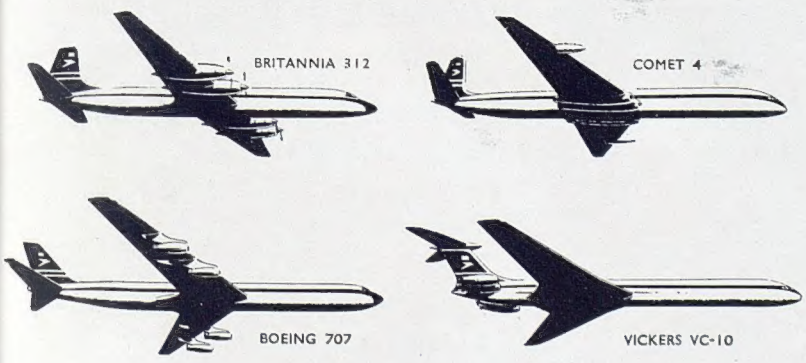

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Volume CCXXXIV No. 3041

The SPHERE, London, July 12, 1958

The SPHERE

with which is incorporated THE GRAPHIC

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THE NINTH LAMBETH CONFERENCE OPENS AT CANTERBURY—ARCHBISHOPS AND BISHOPS OF THE ANGLICAN COMMUNION ATTEND THE INAUGURAL SERVICE IN THE CATHEDRAL : This general view shows more than 300 Prelates taking part in Evensong after being welcomed to the Mother Church of the Anglican Communion by the Archbishop of Canterbury. To the left behind the lectern are Delegates from other Churches who attended the ceremonies connected with the opening of the Conference.

The Lambeth Conference, which opened last week with an impressive service at Canterbury, will continue until August 10. It is attended by more than 300 Archbishops and Bishops (as well as certain assistant and suffragan bishops) from the world-wide Anglican Communion. Most of the Overseas Prelates have come as leaders of independent, autonomous churches, not subject to the authority of the Archbishop of Canterbury, but bound together by loyalty to a common faith and a common tradition of worship based on the Prayer Book. At Lambeth, their deliberations are in private, and although they have no power to issue binding decisions, it is customary for the Bishops to issue a report which contains advice which can be followed by the entire Anglican Church. On this occasion they have an agenda of five main subjects, which are, The Holy Bible, its authority and message; Church Unity and the Church Universal; Progress in the Anglican Communion; the Reconciling of Conflicts between and within Nations ; and the Family in Modern Society. For the opening service at Canterbury, Dr. Fisher sat in the historic Chair of St. Augustine. (See also pages 46 and 55.)

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A London Newsletter

195-198, STRAND, W.C.2.

Tory Tails Up?—Students of politics must find meat for their weekly articles, and of late the burden of their prophecies has been that "lights is ris" for the Tories. Mr. Macmillan's star is rising. His technique is applauded and grows to be feared by the Socialists. He is more adroit in the House than on TV. He is showing a confidence so lacking in his predecessor and a warm, personal touch with the public which springs from the heart. And so on. . . . So the Tory curve is upward, as the initiative passes to the Premier, and Mr. Gaitskell has his anxieties, even discounting the weekly tale of new splits within the Party. So what is in the Premier's mind, when not engaged in foreign missions? One student lists optimistically: An early reconstruction of his Government, an ambitious nine-month programme of expansion and recovery, an incentive Budget of general tax-cuts, "balanced with reliefs for fixed-income groups and owner-occupiers," to be followed immediately in May 1959 by a General Election which will confirm the Tories in power for five more years. Optimistic certainly, with the sweet scent of wishful thinking. A Premier may shuffle his Cabinet without dependence on outside factors, even though he has no wide range of substitutes. But a nine-month programme of expansion and recovery can be judged only at the end of the period of gestation, and then depending, as it does, on so many outside factors is unlikely to produce twins, and even a budget-maker must pay some attention to statistics and "those damned dots" before he lightens the burden of taxation; and if in doing so, he favours fixed-income groups and owner-occupiers, will he find converts among the dyed-in-the-wool Socialists—nearly half the nation—who will still vote Labour though income tax fell to 9d. and the cost of living to pre-war standard? But pessimism cuts no ice, a Premier is right to be debonair and hail-fellow, and a party or a horse with its tail-up wins the race. It will be a short-head victory in General Elections for years to come. It 's the wobbling that does it.

Cold Weather and War.—The coldest, wettest June for fifty-five years, following a lamentable May, must not, of course, be an excuse for political pessimism. But, apart from the rigours of midsummer, there is some excuse for political pessimism. The Summit from which a brighter view might be obtained seems as far away as ever it was. It certainly seems that the Cold War is fast returning to the "Summit" of 1947. Worse still, the conditions under which we then endured the Cold War are changed, and not for the better. In those days the Kremlin's aims were baldly, if sadly, clear to us. We knew pretty well what they were after and to what lengths they might go. Moreover, the U.S. was then in a far more powerful bargaining and deterrent position. They alone had the atomic bomb which neutralised Russia's immense superiority in conventional armaments. To-day, Russia is at least the equal, perhaps the superior, of the U.S. in atomic "deterrents," and it is anybody's guess what Khrushchev's aims are and how far and where he will go to obtain them. Khrushchev, indeed, in the past weeks has pursued so strange and contradictory a course as to cover the field of international relations with a thicker fog than ever before. All the old charges about the war-mongering and treachery of the West are revived, some of the vilest brutalities of Stalin have returned, and Stalinist vetoes are openly laid against attempts to pursue peaceful co-existence, let alone to smooth the way to an early stage of disarmament. With memories, still fresh, of the Kremlin's past preliminaries before re-icing the Cold War, it is not unreasonable, nor indeed unwise, to brace ourselves to meet further and perhaps novel jabs from the same mailed fist. But in the Kremlin's present contradictions and tergiversations may lie a hope that Khrushchev is a worried man who sees the decline of the Kremlin's long diplomatic initiative.

Lord Denning Sees it Clear.—I wish I had been present to hear Lord Denning at Friends House last week when he addressed University College Faculties. He spoke of the power and influence of Trades Unions, and he would have had no more enthusiastic listener than me. "It is," he said, "unthinkable that professional men, such as doctors or teachers, should so far forget their duty to the public as to go on strike or that farm workers should forget their duty to the animals. So it should be with other workers who have an equally high duty to the community." If that would include public transport, how much more must it include the nation's food and raw materials, the smooth flow of our exports and imports on which, with the good name for efficiency and punctuality of our ports and docks, the very life-blood of our nation depends. Discussing the mighty power gained by these Unions in 100 years, he remarked that responsible officials and even irresponsible agitators can induce men to come out at a moment's notice, in breach of contract with their employers, without being liable for an action for damages, so long as it is done "in furtherance of a trade dispute." The Taff Vale decision of 1901, nullified by the Trades Disputes Act of 1906, §4 (i), could never be reimposed. The workers' combinations—Trade Unions—started on the right [illegible] and gained their objective in improving working con[ditions], often wrung out of private employers who saw th[eir] profits cut off. The situation is altered radically when [the] "employer" becomes a nationalised industry making [no] losses. It was already changing when industrial dispu[tes] became disputes between rival unions or between grou[ps] within a union. Then innocent victims multiply—a su[m] of things intolerable in a civilised community.

A Long-term Remedy.—Lord Denn[ing] knows too much of Union legislation and of the politi[cal] power now exercised by Unions, to suggest a return [to] past legislation or to the possibility of righting matt[ers] by a new effort to alter the Law. His "remedy" is [no] more and no less than a restoration of a sense of respon[si]bility in the leaders and in the men themselves. And al[so] a sense of responsibility in the leaders (of which we ha[ve] sometimes welcome signs) is not enough. The leade[rs] generally must restore more than their sense of respon[si]bility. They must get back their authority. My sa[y] faction in Lord Denning's address is therefore a curiou[s] personal and perhaps trifling one. I am thankful to kn[ow] that at least one responsible public man shares the vie[w] I have so long held in my puzzle over (above all) do[ck] strikes, and has the courage to make that devastatin[g] apt comparison between the sense of responsibi[lity] practised by doctors, nurses and farm workers, and [the] total lack of it shown by dockers and some other work[ers] in industries hardly less vital to the health of the nat[ion] and to the name of humanity. I had come to believe th[at] no public man had the courage and sense to make [the] comparison; certainly none in the political line. It wo[uld] be as much as their places are worth. As for L[ord] Denning's remedy, I fear it is a long-term and ideali[stic] nostrum, but I am glad he spoke his mind.

New Aids to Traffic and Safety.—The more ideas that are put into practice to improve [the] flow of traffic and to increase safety, the more one rea[lises] the complications and the distractions which face dri[vers]. If anybody thinks that the double-line experiment, wh[ich] it has been tried, is yet understood by 50 per cent. [of] drivers, he should stand all day at an experimental sect[ion] at a week-end. The public are chiefly puzzled by [the] absurd shortness of some of the "free-to-pass" and [the] controlled white lines. There are many motorists [who] even now are uncertain of their obligations at ze[bra] crossings. If, now, there are to be pedestrian-contro[lled] zigzags, with varied and various flash warnings to driv[ers], I cannot believe that greater safety will result for m[any] months. The truth is, the multiplicity of signs [and] warnings has become as great a danger as the dangers [the] signs were designed to prevent. Prince Philip, [the] admirable chairman and frank exponent of personal vi[ews] rightly listed the chief objectives for improving the road[s] a free flow of traffic and the prevention of accide[nts]

ROYAL OCCASIONS IN SCOTLAND: The Queen walks along the ranks of the guard of honour [on] the Royal yacht *Britannia* at Leith Docks. Her Majesty, accompanied by the Duke of Edinb[urgh] was Holyroodhouse after paying visits to other parts of Scotland. *On left*—The Queen and Duke Lord Lieutenant for Fife, and the Rev. Robert Dollar, Minister of Dunfermline Abbey, during [a tour]

One of his suggestions was that there should be a roadway through the middle of roundabouts known to hold up traffic, which would be thrown open at peak periods. The roundabout was an invention, as I understand, to keep traffic moving and to prevent cross-collisions. I am not very clear how the through-road would work. If in conjunction with the roundabout, I should think confusion would be worse confounded. If it were to work in lieu of the roundabout, the cross-traffic halts would be as bad as before the days of roundabouts. For my part, I wonder whether the policy of the planners on our *existing* roads should not be one of simplification of road signs and devices to bring them within the compass of our comprehension, while all the inventors of new devices concentrate on the new roads which, it is hoped, will solve some of our traffic problems.

Archbishop and Makarios.—Many of our Primates have been schoolmasters in their time, and all have been, and must be, called on to make very frequent *ex cathedra* statements. I have sometimes felt that practice and experience of schoolmastership are not the best foundation for a Primate's statements and speeches, and that TV interviews can extract unwise *obiter dicta* from the victims. Dr. Fisher's defence of his invitation to Makarios (happily refused), delivered on TV recently, was by no means "schoolmastery." It was as clear-cut and relevant as a statement by an Attorney-General, and deserves a summary. It was his duty as Convener of the Lambeth Conference to invite all heads of Churches, and Makarios was one of those by tradition entitled to an invitation. His personal character was not the concern of the Archbishop in issuing the invitation, any more than the personal character of a Premier of Russia is the concern of a British Premier when political necessity makes his visit to Britain desirable. Only one thing could justify the Archbishop in withholding a "common form" invitation to Lambeth from Makarios: that is, if the Government should advise him that it was *politically* undesirable. He consulted the Government, which offered no political objection. The Archbishop therefore had no alternative but to do his traditional duty, as a churchman and as Chairman of an *international* body. But the Primate was by no means inhibited from giving his questioners his personal opinion of Makarios. This caused protests from the Greek Church in Athens to which Dr. Fisher replied with "sincere regret for using an unpremeditated phrase" and urging that relations between Orthodox and Anglican churches should not be disturbed.

Malthusian Jeremiads.—A special U.N. report on population trends is worth a close study, and already some Americans have been voicing their anxiety over the prospects of the next decades. It took 200,000 years for the world's population to reach the level of 2,500,000,000. It will, if present growth continues, take only thirty years to add another 2,000,000,000. The year 2000 is no further away from 1958 than is the year 1916, and by the year 2000 the world population may well be 6,500,000,000, a figure which may cry out for planetary migration. The ratio of Europeans to Asians is another depressing subject for examination. In 1900 there was one European for every two "Asians." By A.D. 2000 the ratio may be 1 to 4. The coloured peoples are swamping the whites at the rate of a dam-burst. The present century is likely to increase the populations of the Latin-American nations tenfold and of Europe only twofold. The call to Malthusianism is most urgent there and in India and China. Without birth control, the admirable efforts to fight poverty and increase food supply are likely to be no more effective than raising a mud-wall to hold back the Mississippi in flood. The problem of the 50,000,000 who must be made comfortable in our small island recedes to a very minor headache set beside these global horrors.

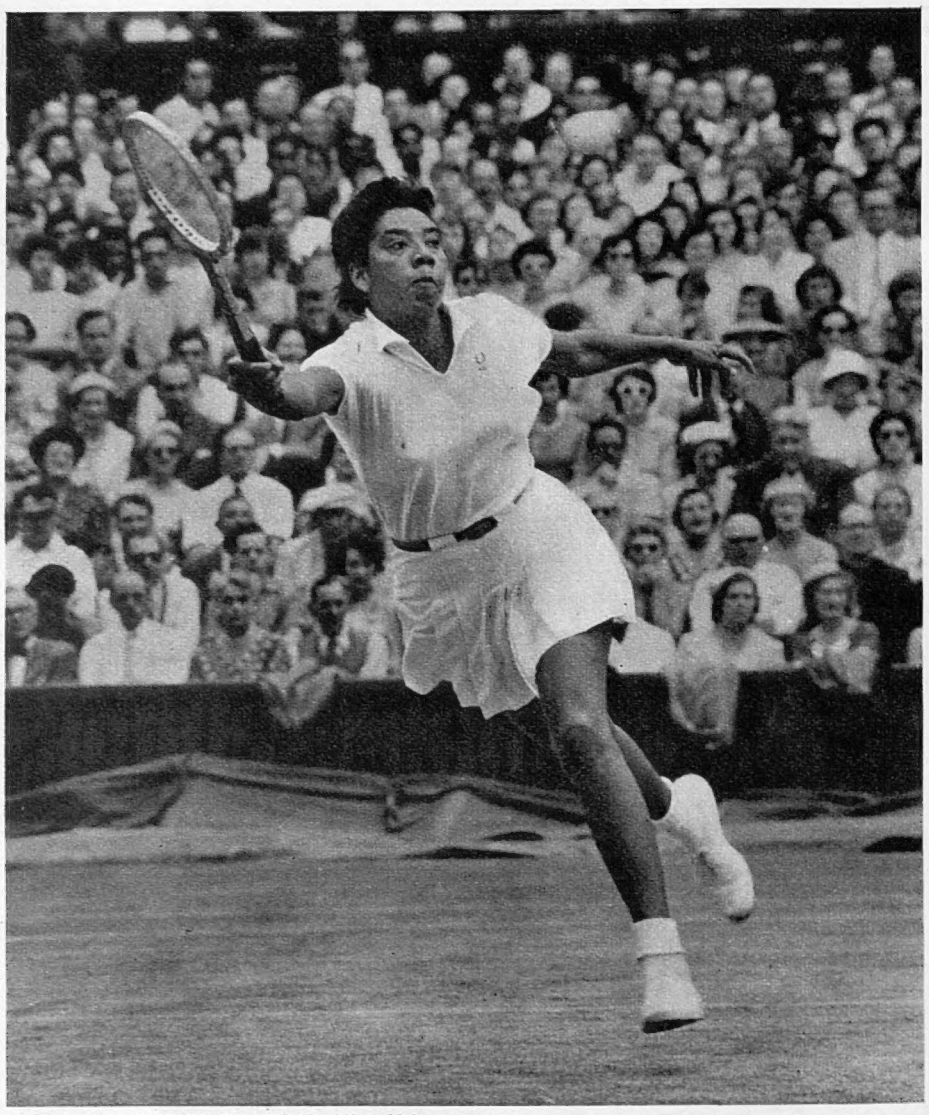
PAGEANTRY IN THE SCOTTISH CAPITAL: The Queen, wearing her green velvet mantle and other insignia of the Most Ancient and Most Noble Order of the Thistle, arrives at St. Giles' Cathedral, in Edinburgh, for the installation of Lord Kinnaird and Lord Rowallan as Knights of the Order. Last Monday the Queen and Duke concluded their stay in Scotland with visits to Renfrewshire and Largs. (Other pictures are on pages 60 and 61.)

...y the 1st Battalion, Scots Guards, after disembarking from ...was on her way to take up residence at the Palace of ...Duke are accompanied by the Earl of Elgin and Kincardine, the ...our of the Abbey. It was the Queen's first visit to Dunfermline.

Portraits of Sir William Petty.—I was interested in the remarkable discoveries made at the National Portrait Gallery by X-ray photography in the Isaac Fuller portrait of that great scientist and versatile Caroline, Sir William Petty. It was then found that his raised right hand, long poised aimlessly in the air, held a skull. Fuller's portrait shows Petty as a young man. There is, or was, a Closterman in the possession of Lord Lansdowne. A third portrait—very like the Magdalene Pepys—now hangs in the Town Hall at Romsey, Petty's birthplace, beside Romsey's two other worthies, Palmerston and Mountbatten. All three are still hung in the Council Chamber at a height and in a light which makes them practically invisible. This last portrait of Petty—which resembles so closely the Magdalene Pepys, is also attributed to Kneller. It was acquired (or taken from Bowood) by a Lord Kerry who died in 1836, when engaged in preparing a biography of his famous ancestor, Petty. The biography was completed by his nephew, Lord (Edmund) Fitzmaurice in 1895, and in it he used both the Fuller and the Closterman portraits. The "Kneller," now at Romsey, came to me by inheritance, and I gave it to Romsey. The authorities there might do worse than subject it to some closer investigation, to ascertain whether it would be worth re-hanging it in a position where it can be seen. I should be interested to learn how many portraits of Petty are known to exist. There is his effigy in the Abbey at Romsey.

"Peradventure He Sleepeth"—In Switzerland four confessed thieves, sentenced by their local court, won an appeal to the Cantonal Court on a rare point. They alleged that one of the justices had slept through the trial. The higher Court found the point proved and good, and allowed the appeal. The sleeping justice was duly fined. The lay magistrates of Britain should take note of this case. I have often found a long list of traffic offences, heard *in absentia*, very soporific, but, not being a snorer, have never been caught *in flagrante de lictu*. There is a certain drab sameness in proceedings in court on more serious charges, such as rustic shop-breakings and Teddy boy delinquency; and in matrimonial disputes the "sickening technique" can be so familiar as to induce sleep as an escape from lies, contradictions and exaggerations. But Justice must never nod, and Justice Muddlecombe to the best of his ability represents Justice in his local court. Justice is allowed to be blindfold. It may have its eyes closed, but it must not snore.

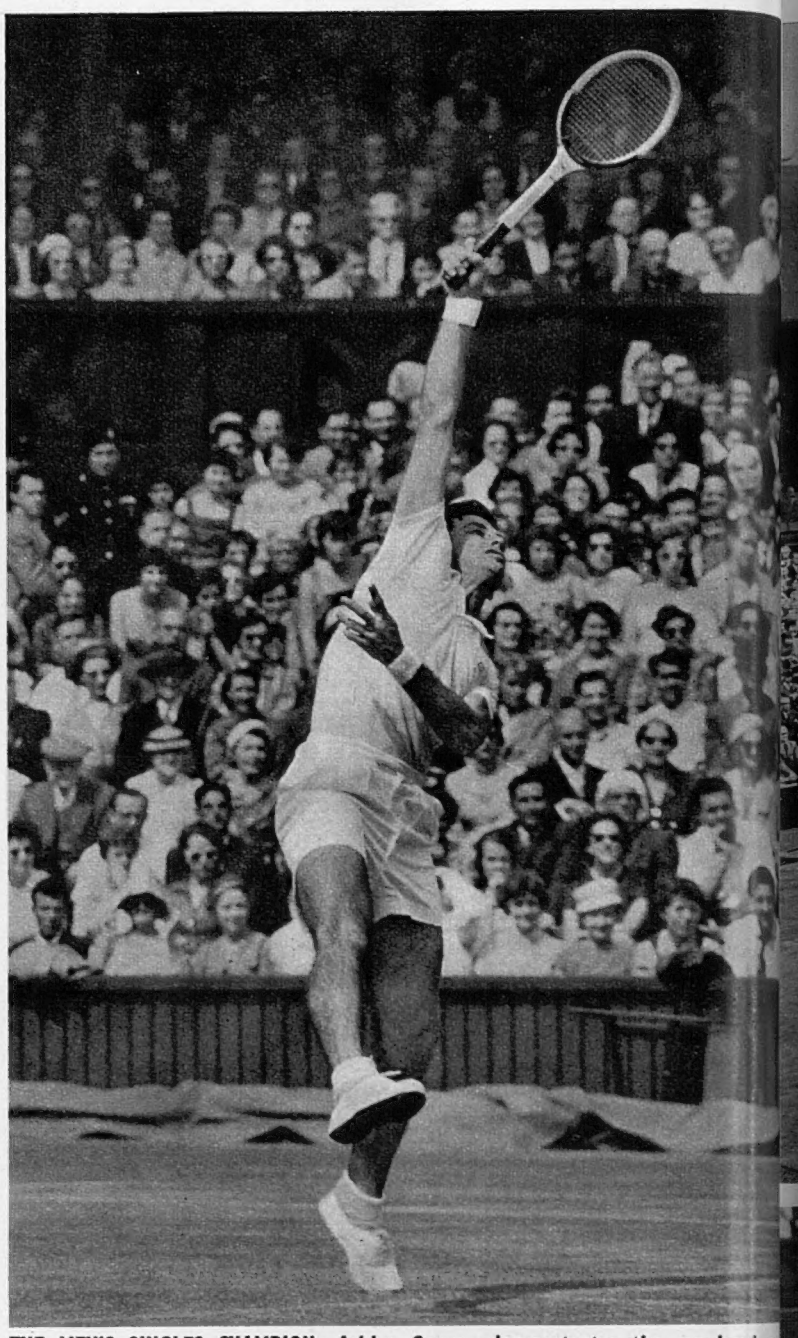
THE OLD STAGER



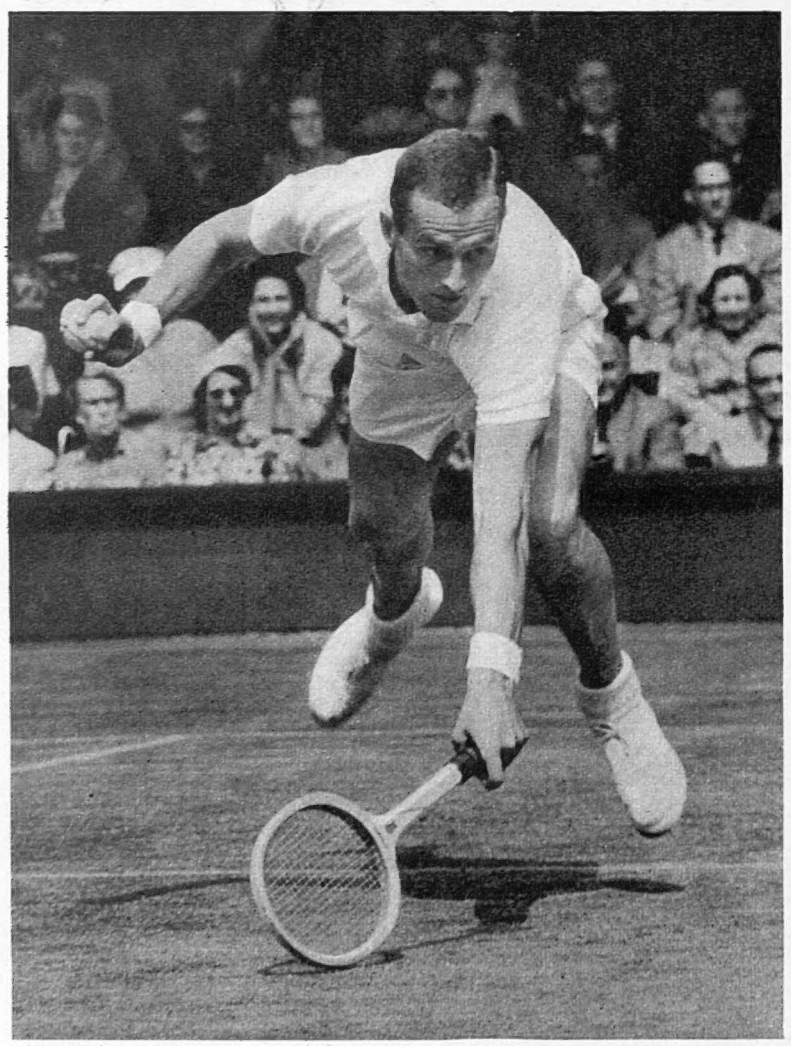
THE LADIES' SINGLES CHAMPION: Miss Althea Gibson leaps across the court to make a forehand volley. In the final at Wimbledon she beat the unseeded British player Miss Angela Mortimer to retain her title which she won last year. After a shaky start when she was foot-faulted several times, Miss Gibson managed to overcome the accurate driving and lobbing of the British girl to win 8—6, 6—2. In the first set Miss Mortimer held a set point, but lost it and the set. She led 2—0 in the second set, but Miss Gibson won six games in a row for the match.

WIMBLEDON FINALISTS

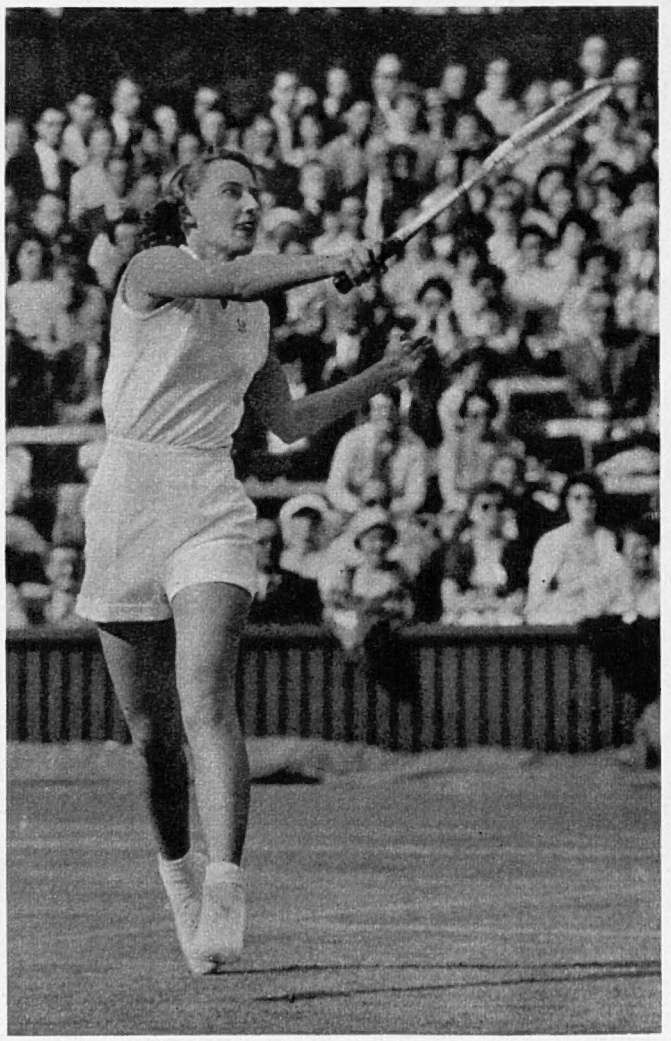
Ashley Cooper and Miss Gibson Win the Singles Titles



THE MEN'S SINGLES CHAMPION: Ashley Cooper demonstrates the overhead po which helped him to beat his fellow-Australian, Neale Fraser, in the final 3- 6—3, 6—4, 13—11. It was the eighth successive time he had beaten Fra



ON HIS WAY TO THE FINALS: Neale Fraser shows his agility at the net as he makes a low backhand volley in his semi-final match against the Dane, Kurt Nielson, whom he beat. His powerful service and quickness about the court proved insufficient in the final against Cooper's solid ground strokes.



RETURNING TO FORM: Miss Angela Mortimer is seen in play in the final. Her powerful and accurate driving from the baseline enabled her to be only the second unseeded player ever to get so far at Wimbledon in the Ladies' Singles Championship.

Despite the rain, Wim don ended on t under a light drizzle an heavy, grey sky. The lac sunshine set the tone year; there were few surpr and few outstanding matc Ashley Cooper, the top s displaying rugged qualities endurance rather than flashing brilliance of a ch pion, got through ardu earlier rounds to win Singles title. Perhaps hardest fight was against British player, Bobby Wil

Only Miss Gibson, fr Harlem, retained her ti She proceeded in a comma ing fashion through the e rounds and emerged an disputed champion. M Mortimer, making a welco return to form, gave her a h fight in the final, but co never match the America lithe net play and alm masculine power overhe Partnered by Miss Bueno, young player from Br Miss Gibson retained Doubles title.

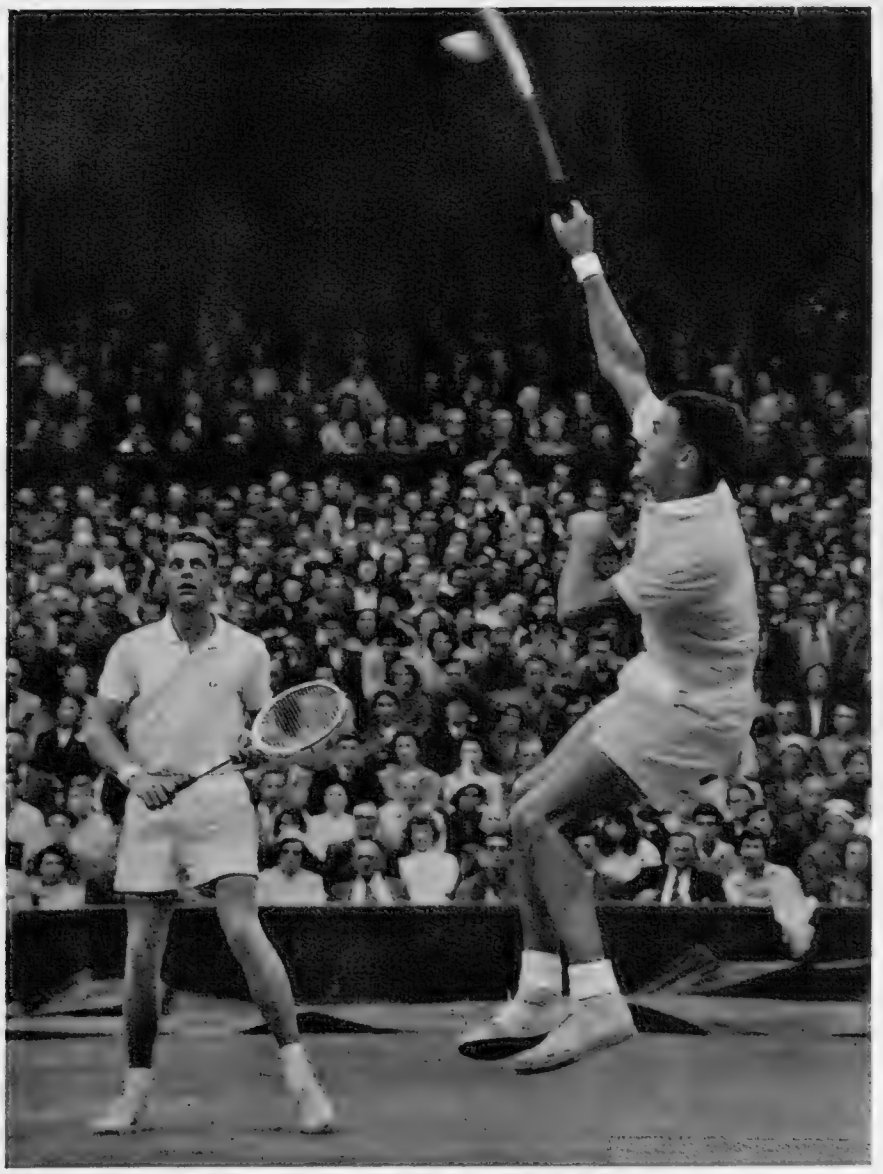
In a Wimbledon of so what pedestrian standards, seeded players reached t finals. Two of them, S Davidson and Ulf Schmid Sweden, playing with rema able strength, triumphed the Doubles. It was a welco victory achieved by fine against Cooper and Fra the champions of their c country, Australia, the Un States, and France. The seeded Australian partners of R. N. Howe and Miss Coghlan won the Mi Doubles, beating Miss Gib (who failed once more to ga triple crown) and Kurt Niels

THE CENTRE COURT AT WIMBLEDON: Miss Althea Gibson serves to Mrs. du Pont in the Ladies' Doubles finals. Her partner, Miss Maria Bueno, is at the net, with Miss Varner at half court on the other side. Miss Gibson and Miss Bueno won the game to gain the first set 6—3, and won the next set 7—5 for the match. Mrs. du Pont and Miss Varner, the unseeded American pair, played valiantly, but despite the former's experience, proved no match for the No. 1 seeds. Miss Gibson won the title last year when partnered by Miss Hard.

On left—

THE CHALLENGE CUP: The Duchess of Kent presents the cup to Ashley Cooper, this year's winner of the Men's Singles. The previous holder was Lew Hoad, also from Australia, who beat Cooper last year.

FINALISTS IN THE MIXED DOUBLES: Walking on to the court are, from left—R. Howe, Kurt Nielsen, Althea Gibson and Miss L. Coghlan. The unseeded Australian pair, Howe and Miss Coghlan, beat the favourites in straight sets, to win 6—3, 13—11.



UNSEEDED WINNERS: S. Davidson smashes with both feet off the ground, watched by his partner, U. Schmidt, in the Men's Doubles finals. The Swedish pair beat Cooper and Fraser to become the first players from their country to win any Wimbledon title.

CORPORATE COMMUNION OF ARCHBISHOPS, METROPOLITANS AND BISHOPS: A general view of the scene inside St. Paul's Cathedral last Sunday morning when about 320 bishops who are in London for the Lambeth Conference attended a Sung Eucharist celebrated by the Archbishop of Canterbury, Dr. Fisher. The Epistle was read by the Archbishop of Brisbane, the Most Rev. R. R. Halse, and the Gospel by the Archbishop of York, Dr. Ramsey; the address was given by the Most Rev. A. N. Mukerjee, Metropolitan of India, Pakistan, Burma and Ceylon. At the Offertory, representatives of the bishops went to the High Altar to make donations to help the Church in the province of Jerusalem. The service at St. Paul's followed the inaugural ceremonies at Canterbury and Lambeth Palace; at the end of the Conference all the bishops will attend another service at Westminster Abbey. Before the Conference opened, the overseas bishops attended several welcoming ceremonies as well as visiting dioceses throughout the country and speaking at meetings attended by groups of local church people.

ENGLAND'S TWO PRIMATES AT LAST SUNDAY'S SERVICE: The Primatial Cross of Canterbury is carried in front of Dr. Fisher as he follows Dr. Ramsey of York into St. Paul's Cathedral for the Sung Eucharist.

AT LAMBETH PALACE: Dr. Fisher welcomes the official visitors at the first full session of the Conference in the Great Hall of the Palace. The delegates from other churches are sitting in front of the Archbishop.

AT ST. PAUL'S AND LAMBETH

Anglican Bishops Assemble in London for the Lambeth Conference

On right—

IN FULL SESSION: The bishops meet in the Great Hall of Lambeth Palace. At the first full session, before Dr. Fisher had taken his seat, members of the League of Empire Loyalists (two of them dressed in clerical costume) who had entered the hall, attempted to interrupt the proceedings. They said that they had asked the bishops to denounce Dr. Fisher's invitation to Makarios to attend the opening ceremonies.

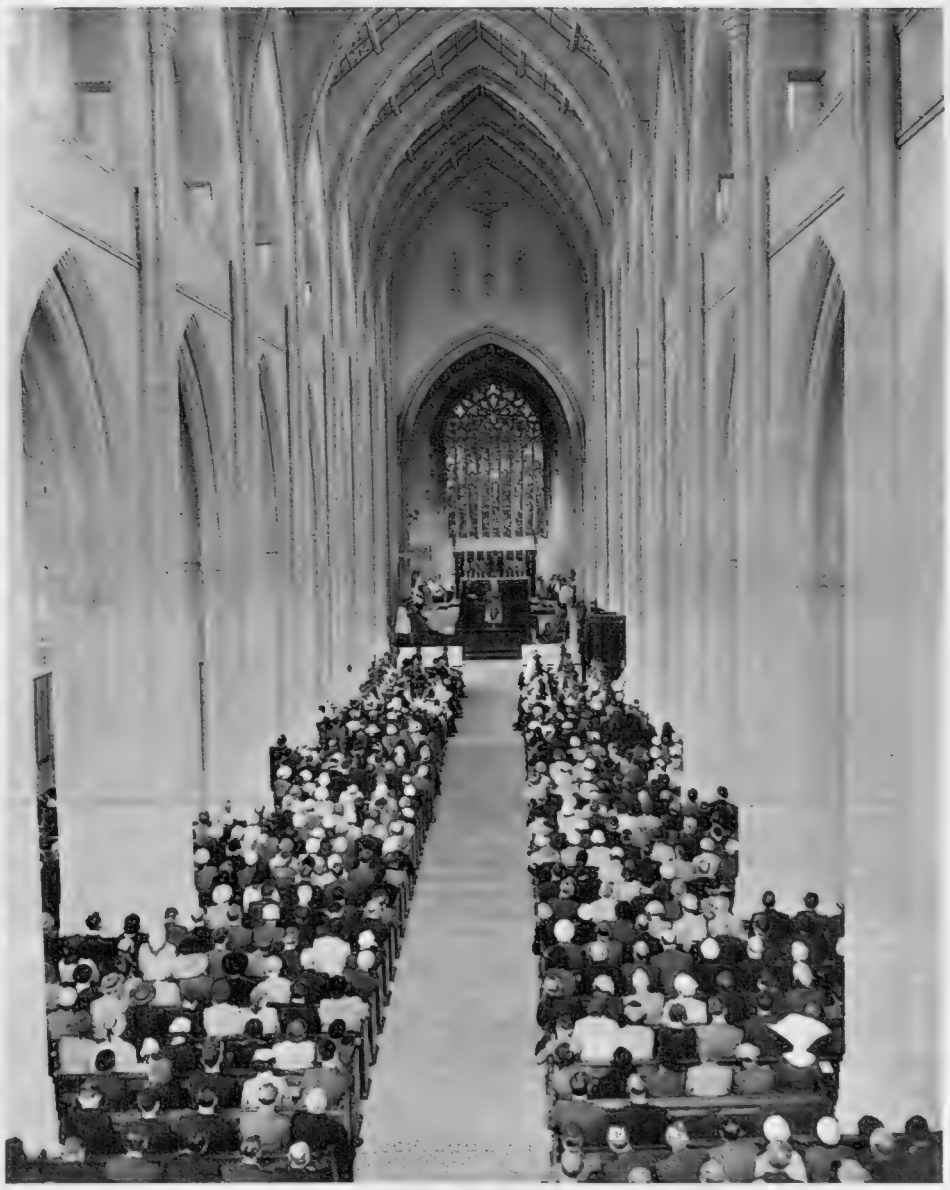
THE NEWS IN PICTURES

MR. DULLES IN PARIS: The United States Secretary of State shakes hands with General de Gaulle at the conclusion of their talks in the French capital. Accompanied by members of the State Department, Mr. Dulles flew to Paris for a brief visit last week-end, arriving back in Washington on Sunday last. As was the case with the recent conversations between Mr. Macmillan and General de Gaulle, the American-French talks were informal and no decisions were reached. A statement issued after them spoke of "mutual understanding and friendship" and of "still closer co-operation." It was understood General de Gaulle referred to his wish for France to become one of the nuclear powers.

A STATE OCCASION IN THE BOSNIAN MOUNTAINS: Marshal Tito, holding a little girl on his knee, and Colonel Nasser are in happy mood near Tjentiste, during the latter's ten-day visit to Yugoslavia. They were attending the fifteenth anniversary of the battle of Sutjeska, a great Partisan victory during the war. Both spoke to a rally of ex-Servicemen. Among the official guests were representatives of Britain who had fought with the Partisans. Great interest was attached to Nasser's arrival in Yugoslavia, for his previous trip abroad had been to Tito's most violent opponent, Mr. Khrushchev.

AN IMPORTANT STAGE TOWARDS THE COMPLETION OF THE ST. LAWRENCE SEAWAY: An aeroplane flies over the water pouring through a coffer dam which had just been blown up on a section of the river between Cornwall (Ontario) and Massena (New York). Some 30 tons of explosive shot debris 150 ft. into the air and the flooding began of the 38,000 acres of a vast artificial lake. The purpose of this reservoir, which is part of the most ambitious Canadian-United States project, is to provide power for the power station on Barnhart Island and also to allow ocean-going ships to pass upstream to the Great Lakes.

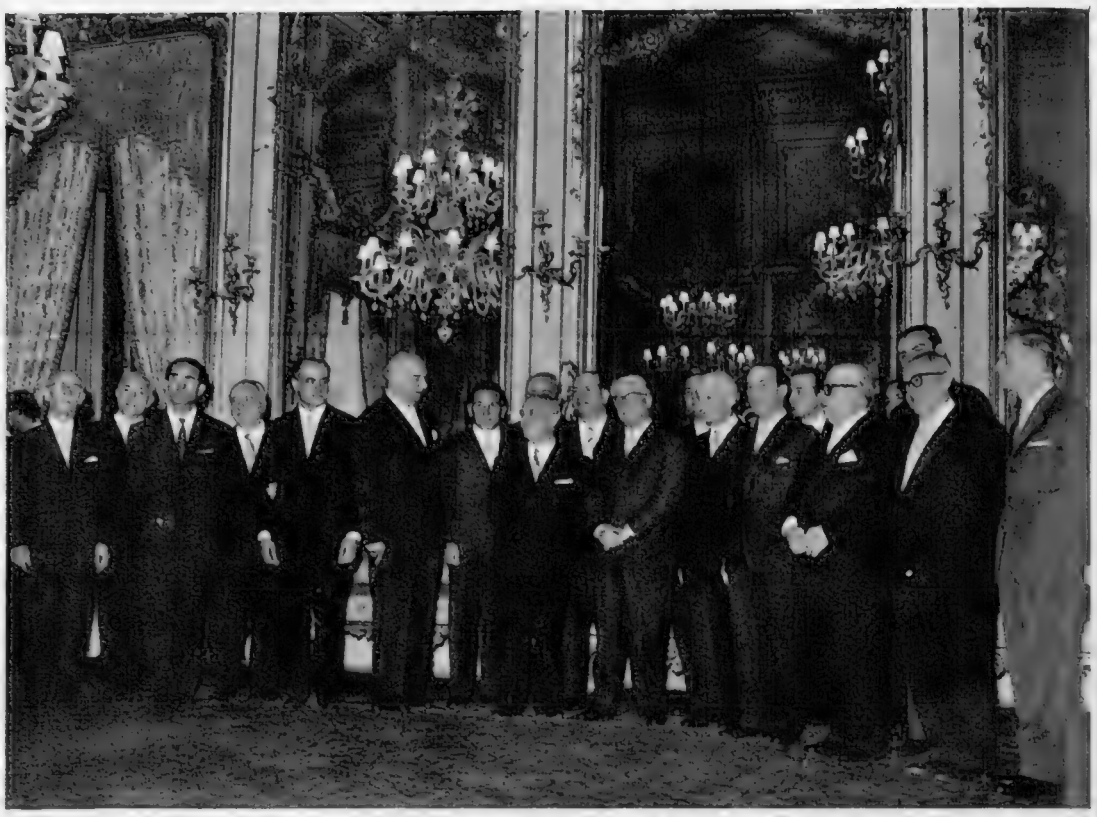
A HEAD-ON RAILWAY COLLISION IN LONDON: The front of the engine of a steam train is embedded in the motorman's cabin of an electric train near Maze Hill Station, Greenwich. The crash occurred on Friday morning of last week. The 44-ton steam locomotive was going from a siding at Maze Hill to Herne Hill. The electric train was the 9.41 a.m. from Gravesend to Charing Cross. Forty-three people were injured, none of them seriously. The driver of the electric train made a remarkable escape by jumping through the window.



THE REOPENING OF A ROMAN CATHOLIC CATHEDRAL IN LONDON: Clergy and congregation are gathered in St. George's, Southwark, for the service to mark the opening of the virtually new building on the site of the old Cathedral, which was left in ruins by bombing in the war. Cardinal Gilroy, Archbishop of Sydney, Australia, presided at the Pontifical Mass and the sermon was preached by Monsignor Cyril Cowderoy, Bishop of Southwark. He referred to the gifts made to the restoration fund by many non-Catholics. The ceremony was held on July 4, precisely 110 years after the first St. George's, designed by Pugin, had been blessed and opened by Bishop (later Cardinal) Wiseman.

THE NEWS IN PICTURES

THE NEW ITALIAN CABINET: President Gronchi (right foreground) shakes hands with Antonio Segni, Vice-Premier and Defence Minister in the new Government under Signor Fanfani. Between them is Oscar Moccia, Secretary-General of the Presidency, holding the document for the swearing-in ceremony at the Quirinal, the official residence of the President. Extreme right foreground, with his back to the camera, is Signor Fanfani, the Secretary of the Christian Democrat Party and the new Prime Minister. Segni is the only one of a number of ex-Prime Ministers whom Fanfani has been able to persuade to join his Cabinet. The Italian Government is Centre to Left in outlook.

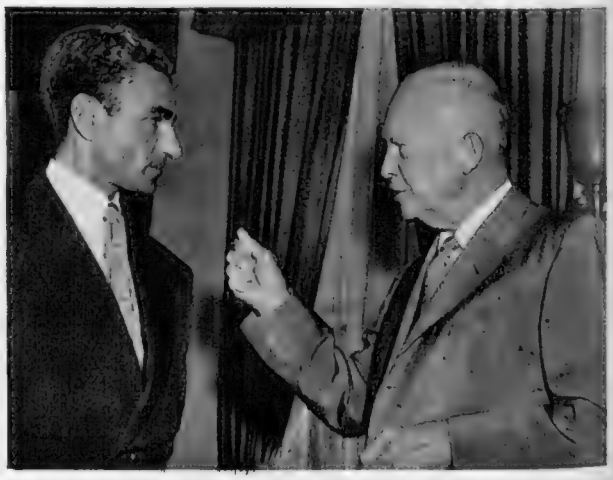


AFTER THE CEREMONY IN THE QUIRINAL: The members of Signor Fanfani's Cabinet are, from left : E. Starnuti (State Participation) ; G. Spataro (Merchant Marine) ; E. Colombo (Foreign Trade); E. Vigorelli (Labour) ; G. Bo (Industry and Commerce); A. Angelini (Transport); M. F. Aggradi (Agriculture); A. Simonini (Posts), almost hidden; A. Fanfani (Premier and Foreign Affairs); G. Togni (Public Works); President Gronchi; A. Moro (Public Instruction); A. Segni (Vice-Prime Minister and Defence); F. Tambroni (Interior); G. Andreotti (Treasury); G. Gonella (Justice) ; an unidentified man almost hidden ; R. Del Bo (without Portfolio); G. Pastore (without Portfolio) ; L. Preti (Finance).

THE CENTENARY OF THE CHURCH UNION : Holy Communion is being celebrated in the Albert Hall, in London, during the Eucharistic Congress of the Church Union to mark the hundredth anniversary of its foundation. This organisation, which was at one time known as the English Church Union, derives from the Oxford Movement and is representative of the High Church Wing of the Anglican Communion. In the last century it gave support to clergymen who were defendants in legal proceedings concerning ritualistic practices.

A LONDON CHURCH DAMAGED BY FIRE: The vicar, the Rev. W. J. Mathias, inspects the wreckage caused to the Parish Church of St. Andrew, in Stoke Newington. Firemen fighting the blaze brought it under control in half an hour. The vicar and the wife of one of the churchwardens managed to rescue some of the ornaments and linen from the altar.

MR. DIEFENBAKER SPEAKS IN TORONTO : In Maple Leaf Gardens 15,000 people listen to the Canadian Prime Minister address a Baptist rally. Delegates from sixty-three countries attended the meeting at which Mr. Diefenbaker spoke on Canada's role in world affairs. He attacked the "barbarism" which was "brazenly flaunted in Hungary" over the execution of Imre Nagy and his associates, and showed great concern over the "dangerous" Soviet policy. In speaking about prospects for peace, he advanced a formula which included strengthening the U.N. police force "to the end that a world force, now but a dream, will be accepted as a condition to the peaceful settlement of international differences." The Asiatic and African peoples, he hoped, would gradually reach higher economic status.



THE SHAH OF PERSIA IN AMERICA: President Eisenhower talks with the Shah, Mohammed Reza Pahlevi, in the White House at Washington, during the latter's visit to the United States. Later, before leaving to return to Persia, the Shah said there was no possibility that, as reports had asserted, he might abdicate in favour of a grandson if a son were born to Princess Shahnaz, who is his daughter by his first marriage.

THE NEWS IN PICTURES

THE STRUGGLE FOR THE COUNTY CRICKET CHAMPIONSHIP: Three slips and a gully, with Harrison, the Hampshire wicketkeeper, are at the alert as Clark, Surrey's opening bat, plays a ball from Shackleton at Guildford. After their previous match Hampshire had displaced Surrey, the reigning champions, at the head of the table. Bad weather prevented play on the first day of the Hants-Surrey match, but on the second a large crowd saw Surrey put out for 106, Shackleton taking 7 for 34. Hampshire replied with 110 for 2, and next day they added another 91 before declaring at 201 for 8. Rain stopped play almost as soon as Surrey started their second innings. Hampshire emerged from the game with their lead increased to eight points.

THE REOPENING OF A FAMOUS PRIVATELY-OWNED MUSEUM IN DORSET: The Pitt-Rivers Museum, near Farnham, on the road between Salisbury and Blandford, was opened again to the public last week after extensive alterations. The present owner is Mr. George Pitt-Rivers, grandson of General Pitt-Rivers, the archæologist who founded the collection. The sections of the Museum devoted to the results of the General's excavations of neolithic and bronze age sites in the neighbourhood are internationally renowned. There are also many other valuable exhibits, including a collection of Benin bronzes.

JAPANESE ART ON VIEW IN LONDON: The sculptures are part of "Art Treasures from Japan," the exhibition being held under the auspices of the Arts Council at the Victoria and Albert Museum in Kensington. It will remain open until August 17. The exhibits are all paintings or sculptures, ranging in date from 2400 B.C. to the present day. They have come from national and other collections in Japan and have been sent to Europe by the Government in Tokyo. One of the most impressive rooms in the show contains a variety of large painted screens.

THE ROYAL AGRICULTURAL SHOW AT BRISTOL: Cattle are paraded on the second day of the show. Attendance was down on the comparable day at Norwich last year, but this was almost certainly due to the weather. The pageant organised by members of the Beaufort Hunt depicting a meet of hounds and country fair in the year 1840 had to endure a deluge during its performance. The Queen Mother saw the Aberdeen-Angus breed retain the Burke Trophy for beef cattle and in the hunter championship Work of Art, owned by Mr. Hugh Sumner, of Droitwich, take the major award. On the first day the Landrace breed made a first appearance in the pig classes of the Royal Show.

THE NEWS IN PICTURES

THE FORTY-NINTH STATE: Members of the United States Congress hold up an American flag with forty-nine stars on it, one more than there has been hitherto. The latest star denotes Alaska, which last week was voted statehood under the Alaskan Statehood Bill. From left to right surrounding the flag are, except for the unidentified man fifth from the left, W. G. Magnuson (Washington); Ernest Gruening (Alaskan Senator-elect); L. O'Brien (N.Y.); F. Church (Idaho); T. Kuchel (California); M. Stepovitch, with arms raised (Alaskan Governor); H. M. Jackson (Washington); W. Rickel (National Committee of Alaska); W. Egan (Alaskan Senator-elect); R. Rivers (Representative-elect of Alaska) and A. Watkins (Utah).

GENERAL DE GAULLE IN ALGERIA: On his second visit to Algeria since he became the French Premier, he chats with two coloured paratroopers in the town of Batna. He was on a military tour of inspection. Evading his official bodyguard, he mixed freely with a crowd of Muslims at a village near Tlemcen, shaking hands with many of them. In a speech he said: "France is here for a great task which implies fraternity. Everyone who lives here must be equal. . . . I give you my word it will happen. Fraternity is better than rifle-shots. It promises prosperity for everyone." Later, he announced economic and social reforms for Algeria, including full voting rights for Muslim women.

SCIENTISTS MEET IN GENEVA: At the East-West technical conference on nuclear test detection are, from left—Sir John Cockcroft, the leader of the British delegation; Dr. Ernest Lawrence and Sir William Penney. Delegations from Britain, U.S. and France were balanced by scientists from Russia, Poland, Czechoslovakia and Rumania. On the opening day Professor Feodorov, the Russian leader, said the conference was only concerned with various methods of detection so that the observance of world-wide cessation of atomic weapons tests could be undertaken.

THE RUSSIANS LISTEN: At the Geneva conference on atom bomb detection are the Russian scientists (from left to right) Dzhelepov, Bogoljubov, and Blokintshev. Each section of the delegations from Poland, Czechoslovakia and Rumania was accompanied by a high-ranking politician. Professor Feodorov, in preliminary discussions with Doctor Fisk, the American leader of the joint Western delegation, was joined by Mr. Tsarapkin, a former Russian delegate to the U.N. and often Mr. Gromyko's deputy.

A RELIC OF THE WAR: Curious German youths examine a midget submarine. The notice on it warns them that entry is forbidden. The vessel belonging, it is presumed, to the German Navy in the Second World War was discovered in the River Rhine near Emmerich, in West Germany, recently. After a freighter's towing cable had become fouled on the bottom of the river, investigators found the midget submarine. There were no bodies in the small underwater craft, which, it is believed, must have been scuttled.

A PROJECTED MEMORIAL TO THE FOUNDER OF PAKISTAN: Mr. I. Chundrigar (left), leader of the Muslim League and the Opposition Leader in Pakistan, and Sir Frederick Bourne, President of the Anglo-Pakistan Society, look at a model of the proposed memorial to Mohammed Ali Jinnah. The model for the mausoleum at Karachi was on show at the Anglo-Pakistan Society dinner in London last week. Submitted by a British firm of architects, the design defeated seventy-one other entries in a world-wide competition.

World Affairs

THE PRIME MINISTER AND THE FOREIGN OFFICE

By JOHN CONNELL

THIS may sound a trifle discourteous, but it is indeed true: most contemporary political commentators are singularly ill-informed not only about the principles of the conduct of foreign policy but about Cabinet procedure. Nothing, therefore, is more familiar than the dreary, eldritch screech emitted by opponents of the Government in power at any given moment, when it is revealed that the Prime Minister of the day, for reasons which are doubtless of pressing significance to him if to nobody else, decides to exercise a controlling interest in foreign affairs.

Mr. Macmillan holds the office of Prime Minister to-day because his immediate predecessor, the most experienced of all Ministers who, in our time, have had any association with the Foreign Office, was stricken with illness and driven into retirement by the gravest possible diplomatic crisis. Sir Anthony Eden had a Ministerial connection with the Foreign Office dating back for more than thirty years, allowing for certain intervals when he was in opposition or held other Cabinet posts. Of all British Prime Ministers in the past 100 years, Anthony Eden, with the possible exceptions of Palmerston and Salisbury, was the one who knew most about foreign affairs. Yet it was an issue of foreign policy—specifically an issue of Middle Eastern policy (and he was an expert, above all, on the Middle East)—which brought about his resignation and withdrawal from public life. This was a tragedy—for Anthony Eden, perhaps for the country. Was it unique, or is there embedded in it a warning to those who come after?

This is far from being an academic question, for it is perfectly clear that Mr. Macmillan—in spite of the fact that his own tenure of the post of Foreign Secretary was extremely brief and not a little absentminded—takes the closest, most personal and most consistent interest in foreign affairs. Yet the Foreign Secretary, Mr. Selwyn Lloyd, is far from being—as one jaundiced official is alleged to have described him—"the office boy," and is, if only the purblind and prejudiced commentators on the Left would bring themselves to admit it, a man of courage, integrity, vision and inflexible purpose. It might have been better for him in his career, it might possibly have been better for the country, if Selwyn Lloyd had resigned in December 1956. He would by now be in a position of considerable authority in the Conservative Party and in the country—capable, as neither Lord Salisbury nor Mr. Thorneycroft is capable, of bringing the Government down by a single speech.

But Selwyn Lloyd has soldiered on—not only because loyalty and humility are predominant traits in his not-too-complex character, but because as Anthony Eden discovered twenty years ago, the Secretary of State for Foreign Affairs can only resign on a point of basic and final disagreement with the Prime Minister, the majority of the Cabinet and the Party. This was the crisis of conscience which came to Eden in 1938; he was right, and the Cabinet and the Party were wrong. No such challenge—in spite of all the yelps of the *Observer* and the *New Statesman*—has ever been offered to Selwyn Lloyd. He is still in the confidence of the Prime Minister, and he has the support of the majority of the Cabinet.

Harold Macmillan is less obviously the foreign affairs expert than Eden; yet, such is the irony of our human condition, he has a greater flair and a surer touch. He is, therefore, as his recent visit to de Gaulle (which was far from being a formal courtesy) demonstrated with unequivocal clarity, taking an active and consistent interest in the conduct of foreign policy. That he is justified in such a course of action at the present juncture is surely almost beyond argument; the head of a Government in Britain who did not nowadays take the closest and most constant interest in foreign affairs would be, in the view of most who ponder these matters, hardly deserving of his great responsibility.

In parenthesis, this is almost as true of the Leader of the Opposition. Attlee's best and most constructive speeches in the House of Commons, I believe, were made on foreign policy (and on the most closely-related theme of defence) in the years between 1935 and 1939. And only the other day when his successor, Hugh Gaitskell, chose (very sensibly) to turn a Party political broadcast into an unscripted Press conference, in which he was questioned by Robert Stephens of the *Observer* and myself, the sole stipulation was that the discussion should be restricted to foreign affairs. I, with some difficulty, refrained from asking the obvious, mischievous question, "Mr. Gaitskell, since Mr. Aneurin Bevan is frequently referred to as the 'Shadow' Foreign Secretary in your 'Shadow' Cabinet, why did you and not he give this broadcast?" After all, I reminded myself, that blest pair of sirens, Hugh Dalton and Philip Noel-Baker, were for years regarded as twin Shadow Foreign Secretaries, and in the end Dalton got the Treasury, Noel-Baker became a Minister of State, and Ernest Bevin had the Foreign Office. And how strange—yet how momentous—a decision that was.

Attlee as Prime Minister took little overt interest in foreign affairs. There is a good deal of evidence that his unpublicised interest and knowledge were impressive. Churchill during his first Coalition administration was apt to intervene only on matters of high policy and strategy, but his interventions were extremely effective, in spite of the fact that the office of Foreign Secretary was one of the few which, in his long and varied Ministerial experience, he had never held. While Halifax continued to hold the post in the months after Chamberlain's resignation, it was difficult for him to argue effectively with the new Prime Minister, who had been supremely right when he himself had been pitifully wrong.

If Attlee's interest in foreign policy was remote and cloaked, if Churchill's was erratic and spectacular (I am thinking especially of Athens in December 1944, Yalta and Potsdam), and Anthony Eden's perpetual and anxious, what about their slightly more distant predecessors? What precedents—and surely as a Tory Prime Minister he is not unappreciative of the right precedent—can Mr. Macmillan find for his close, calm and diligent scrutiny of all these matters, and for his relaxed, confident way of reaching (and announcing) decisions of major importance?

Probably the most satisfactory analogy is the great Marquess of Salisbury. Like Eden, like his own distinguished grandson, he had had his Ministerial schooling mainly in the Foreign Office; and it may well have been from the Office that he learned his easy, tranquil, unaffected and modest manner of conducting public business of the utmost importance and the most fearsome security grading. Did he endue the Office with his own staunch, reliable and unflurried outlook and demeanour, or were these expressions of a mood which he and the Office (and perhaps the whole society which they represented) held in common?

His nephew, Arthur Balfour, as Prime Minister, gave Lord Lansdowne a relatively free hand—much freer than he himself, in Lloyd George's day, was granted. For a decade Edward Grey ruled in the Foreign Office, and the Prime Minister played second fiddle to this magnificent, profoundly experienced, profoundly wise statesman. In a sense, all Foreign Secretaries thereafter have dwelt in the shadow of that august name. The Office is still steeped in the sense of Grey's majestic spirit. For all its superficial contemporary bustle, it has a trick—especially on sunlit summer afternoons—of looking for all the world as if Sir Edward had stepped out, for a minute or two, to watch the birds in St. James's Park, and would soon be back to ponder, with appropriate seriousness, one of Sir Eyre Crowe's long, lucid, persuasive minutes.

After the deluge, after Lloyd George's cordially-detested experiment in the Garden Suburb, after the astonishing three-sided feud between Lloyd George, Curzon and Hardinge, no Prime Minister except Churchill has ever been able to establish a full moral ascendancy over the Foreign Office, and yet retain the affection and loyalty of his Foreign Secretary. Ramsay MacDonald popped wistfully in and out—Harold Nicolson said that it was as if Curzon had gone down to Kedleston for a few days. Baldwin, with results of which we are all only too forlornly aware, left foreign affairs to others. Even now, after twenty years, it is still difficult to think or write tolerantly or charitably about what Neville Chamberlain, and his terrible associates and advisers, Tom Jones and Horace Wilson, the *Round Table* and *The Times* gang, did to the Foreign Office and to foreign policy.

We have passed through some harsh times since the war, many tribulations and many deprivations; but no political ordeal of a squalor or shamefulness even remotely resembling those to which we had to become accustomed in the 1930's. The relationship of the Prime Minister and the Foreign Secretary is harmonious and honourable; the position of the Prime Minister in respect of the conduct of foreign policy is correct, and his authority established; and the responsibility of the Foreign Secretary is defined but not diminished. There have been four Prime Ministers since the war—Attlee, Churchill, Eden and Macmillan; and there have been five Foreign Secretaries—Bevin, Morrison, Eden, Macmillan and Selwyn Lloyd. All of them have a share in the credit—it is a very real credit—for this cleaner, healthier atmosphere.

PRIME MINISTERS WITH A PERSONAL INTEREST IN FOREIGN AFFAIRS: *Left*—**Sir Anthony Eden had an unrivalled knowledge of the international field when he became Premier in 1955. He was first connected with the Foreign Office in 1926 as Parliamentary Private Secretary to Sir Austen Chamberlain.** *Right*—**Mr. Harold Macmillan, although Foreign Secretary for only a brief period, maintains a controlling interest in foreign affairs.**

ONE OF A SELECT COMPANY: Mr. Selwyn Lloyd has been Foreign Secretary since 1955. He is seventh to hold this office in the past 23 years. The others have been: Hoare, Eden, Halifax, Bevin, Morrison and Macmillan.

THE LAST JOURNEY OF A GREAT FIJIAN: The body of Ratu Sir Lala Sukuna, Paramount Chief of Fiji, is carried into the house of the Tui Lau, Sir Lala's home on the island of Lakemba. Later the body was buried in the burial-ground of the Tui Lau (King of Lau), by which title Sir Lala was known to the Fijians.

FUNERAL GIFTS: Pigs and turtles, mounds of yams and taro, sacks sugar and salt, tins of biscuits and a variety of other foods h been assembled for the obsequies of the Paramount Chief of F

LYING IN STATE IN SUVA: With his widow behind, the coffin of Sir Lala Sukuna, covered by the Union Jack, lies in his house in the capital of Fiji. He died at sea while on his way to Britain last May. His body was taken back to Fiji for the funeral ceremonies which were held last month in Suva and on Lakemba.

FUNERAL IN FIJI

Scenes at the Burial of Ratu Sir Lala Sukuna, The Paramount Chief

A PEOPLE'S GRIEF: A file of women dressed in black passes a guard the grounds of the house at Suva. Sir Lala, who was seventy w he died, had devoted himself throughout his life to the welfar the people of Fiji and held a number of important public off

The inhabitants of the Fiji Islands are of many different races a religions, but representatives of all of them gathered to pay tribu to the late Ratu Sir Lala Sukuna at his funeral last month. His bo was borne in procession from his house in Suva past great crowds the quay. From there it was taken by ship to the island of Lakemb to be buried by the seashore at the village of Tubou.

Ratu Sir Joseva Lalabalayu Vanaaliali Sukuna was the Paramou Chief of Fiji or Tui Lau (King of Lau), to give him his Fijian title. seventy years of life he gave signal service to the Commonwealth and the world. Educated at Oxford and a barrister of the Middle Temp he joined the Fiji Civil Service soon after the 1914-18 war, in which served in the French Foreign Legion and was decorated with the Medail Militaire. He was the first Fijian to be appointed Secretary of Fiji Affairs and held other important offices, including Chairman of t Lands Commission and Speaker of the Legislative Assembly. From th latter office he retired earlier this year. In the Second World W he was Colonel of the Fijian Military Forces staff and led the Fijian Co tingent in the London Victory Parade of 1946. He was also in Lond as an official representative at the Coronations in 1937 and 1953. Ma honours were bestowed upon him, and in 1950 he was invited to a member of the British delegation attending the United Nation

On left—

THE FUNERAL PROCESSION: Guards stand with arms reversed as th coffin is carried to the quay at Suva to be taken by ship to Lakemb for burial. The women are wearing the tao-vala—mats drap round their waists. This is a Fijian custom of honouring the dea

OUTSTANDING REPRESENTATIVE OF HIS PEOPLE: A portrait of Ratu Sir Lala Sukunu, K.C.M.G., K.B.E. He was Speaker of the Fijian Legislative Assembly from 1956 until shortly before his death.

On right—

OFFICIAL TRIBUTES: Sir Ronald Garvey, Governor of Fiji, stands on the quay at Suva. Behind him are Mr. Justice Lowe, Chief Justice of the Islands; Mr. H. M. Scott, successor to Sir Lala as Speaker of the Assembly, and Councillor A. D. Leys, Mayor of Suva.

THE BURIAL-GROUND OF THE PARAMOUNT CHIEF OF FIJI: Beyond the huts of the village of Tubou, on the island of Lakemba, a white fence (towards the centre background) surrounds the burial-ground of Sir Lala Sukuna. His body lies close to the shore, within sound of the breaking of the waves.

On right—

AFTER THE FUNERAL: Visitors to the island of Lakemba sit down to a meal when the burial is over. This is in accordance with the native people's custom.

THROUGH THE STREETS OF THE CAPITAL: Service officers and civil officials follow the cortège through Suva. What was estimated to be the largest crowd ever seen in the capital of Fiji lined the one-mile route from Sir Lala's house to the quay.

GUARDING THE GRAVES OF THEIR LEADERS: Armed with clubs, guards keep watch in the burial-ground on Lakemba, where Sir Lala's body now rests. In the centre is the headstone of an earlier Paramount chief. On each side of it are large drapes of tapa.

OPERATIONS AND EXERCISES

Fighting in the Lebanon ; Israeli Soldiers on the Border ; British Soldiers in Cyprus ; and an American Amphibious Exercise in Turkey

LEBANESE GOVERNMENT FORCES IN ACTION: Soldiers prepare to attack the rebel positions on the hills in the vicinity of Shemlan, ten miles to the south-east of Beirut. It was reported last week that about 500 of Kemal Jumblatt's rebel tribesmen clashed with 600 soldiers and armed civilians of the P.P.S. (Syrian Social Nationalist Party), equipped with a few mortars and armoured cars, and supported by the rockets and cannon of Vampire jet aircraft. Loyalist forces were said to have had about thirty wounded. Casualties were probably higher among the rebel tribesmen. The Government believed that Kemal Jumblatt was attempting to secure the road through Shemlan to Beirut in preparation for an attack on Beirut Airport. A less dramatic interpretation was that he was intent on teaching the P.P.S. a lesson after their interference with his supply line to Beirut through Shemlan. Whatever the truth, he appeared to have over-estimated his strength.

ISRAELI TROOPS ON GUARD: One of a party of soldiers engaged in large-scale exercises watches U.N. observers in background cross the border into the Lebanon. Israeli troops on the frontier have also been on the look-out for smugglers who were reported to be carrying arms into the Lebanon to help the rebels.

ON THE ROAD TO BAALBEK: Lebanese Government troops clear a road after it has been blown up by rebel forces, holding the ancient town of Baalbek. Among the vehicles are some carrying the white flags of the United Nations observers. Members of the team can be seen by the vehicles. They were about to patrol the area when the road was blown up.

IN THE ANCIENT ROMAN RUINS: Patrolling the remains of famous monuments are Lebanese rebels holding the town of Baalbek. The hills overlooking the area are held by Government forces. Recently it has been suggested that there can be little hope of a solution in Lebanon until after the elections on July 25.

ON PATROL IN CYPRUS: Two Lancashire Fusiliers stand at a street corner in the Turkish quarter of Nicosia, where the streets are decked with Turkish flags in support of Turkish demands for partition of the island. Trouble between Greeks and Turks continued last week, particularly in Limassol. Greece asked the Turkish Government to prove its allegation that the plan for the partition of Cyprus had been first proposed by the Greek Foreign Minister, Mr. Averoff.

UNITED STATES MARINES ON AN EXERCISE IN TURKEY: Farm people and Turkish military observers watch the Marines land by helicopter five miles inland from the beach at Dikili during a NATO amphibious exercise. Dikili is about 60 miles north of Izmir, on the west coast. In the simulated attack, a reinforced battalion of 1,800 marines landed on the beach under the cover of aircraft from the carriers *Saratoga* and *Essex* and gun-fire from the cruisers *Des Moines* and *Salem*. A company of the marines was landed inland at strategic points by helicopters from the carrier *Wasp*.

LAMBETH VISITORS

Personalities From Other Churches Attend the Opening Ceremonies of the Lambeth Conference and Bishops of the Anglican Communion Meet in London

ON THEIR WAY TO CANTERBURY: Archpriest Constantine Ruzhitzky (left), of Moscow, and Bishop Anthony of Sergievo, join the train in London to travel to Canterbury Cathedral for the opening service of the Conference.

On right—

FROM THE UNITED STATES: The Rt. Rev. James Pike, Bishop Coadjutor of California, in the Protestant Episcopal Church in the United States, arrives for the Conference.

FROM THE ARMENIAN CHURCH: Bishop Bessak Toumayan is the Special Delegate in England of the Armenian Supreme Catholicos of All Armenians. He is resident in this country.

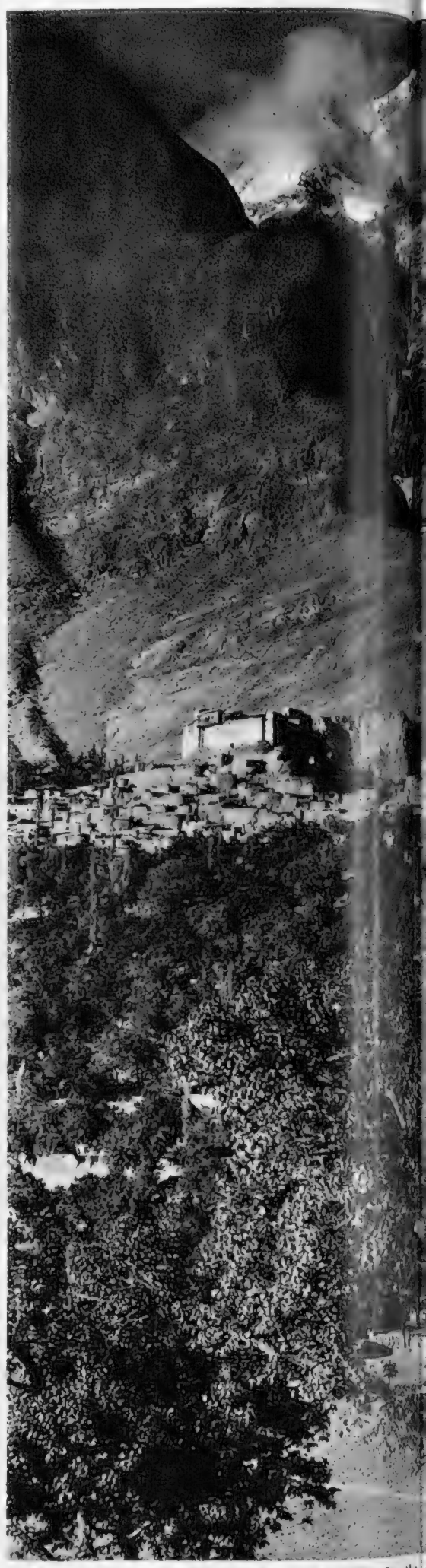
THE CHAIRMAN OF THE LAMBETH CONFERENCE GREETS TWO OF HIS GUESTS FROM OTHER CHURCHES: The Archbishop of Canterbury, Dr. Fisher, grasps the hands of two Greek Bishops, the Rt. Rev. Meletios, Bishop of Reggio (left), and the Most Rev. James, Metropolitan of Melita, who were representing the Oecumenical Patriarchate of Constantinople, during a welcoming ceremony at Lambeth Palace. They had come to this country with delegates from other Orthodox churches, as well as representatives from the Armenian Church; the Old Catholic and Lutheran Communities; the Church of Scotland and the Free Churches of Britain, to attend the opening ceremonies of the ninth Lambeth Conference. They do not take part in the actual Conference.

On left—

ANGLICAN AND ORTHODOX: The Archbishop of York, Dr. Ramsey, is with Metropolitan Pitirim, of Minsk (left), leader of the Russian delegation, and the Bishop of Reggio.

ANGLICAN BISHOPS MEET IN LONDON: *Left*—On board the *Royal Princess* before a tour of the Docks are, from the left—The Most Rev. M. H. Yashiro, Presiding Bishop of the Holy Catholic Church in Japan; the Rt. Rev. T. T. Reed, Bishop of Adelaide; the Rt. Rev. I. H. Nosse, Bishop of Tokyo; the Rt. Rev. W. A. Partridge, Bishop of Nandyal, India, and the Rt. Rev. D. B. Marsh, Bishop of the Arctic. *Right*—From Ceylon are the Rt. Rev. L. de Mel (Kurunagala) and the Rt. Rev. A. R. Graham-Campbell (Colombo).

TOWERING INTO THE SKY: The sharp, knife-like peak of Rakaposhi has at last been conquered. One of the few remaining giants hitherto unbeaten, the mountain in the Karakoram chain was climbed by a nine-member British-Pakistani forces expedition, who reached the summit on June 25. These photographs were taken by Sir Clarmont Skrine.



THE CASTLE OF THE MIRS OF HUNZA AT BALTIT: On the one of the most impressively-situated fortresses a Karakoram rising to a height of 24,000 ft. Six

RAKAPOSHI CONQUERED

A British-Pakistani Forces Expedition Climbs the 25,500 ft. Peak in the Karakoram

STRETCHING far away to the north-west of Mount Everest are the mighty peaks of the Karakoram, in Kashmir, on the borders of Turkestan. No less difficult to climb and almost inaccessible, the peaks of Nanga Parbat, K 2 and Rakaposhi for a long time resisted the attempts of many expeditions to conquer them. Nanga Parbat, over 26,620 ft. high, was climbed by an Austro-German expedition in 1953. K 2, called the "savage mountain," was conquered the next year by an Italian expedition, after three tragic near-misses by American parties. This year, on June 25, a British-Pakistani forces team of nine men reached the top of Rakaposhi; many expeditions had surveyed this 25,500-ft., knife-like peak, but until this year nobody had managed the last assault.

The summit was reached by Captain M. E. B. Banks, the leader of the expedition, and Surgeon-Lieutenant T. Patey, the expedition's doctor. A combined effort between nine officers of the Royal Marines, the British Army, the Royal Air Force and the Pakistani Forces, the expedition set out in mid-May. Storms, snowfalls and avalanches delayed the assault which lasted about six weeks. In mid-June an improvement in the weather enabled camps to reach a height of 21,000 ft. It was at this stage that the most severe difficulties were encountered. In a message to the Pakistani Commander-in-Chief, General Mohammad Ayub Khan, one of the patrons of the expedition, Captain Banks said that the two Pakistani officers, Captain Shah Khan and Captain Raja Mohamed, who supervised the Hunza porters, made tremendous efforts to establish the camps. On June 23, Captain E. J. Mills, Captain W. M. M. Deacock and Flight Lieutenant J. R. Sims carried loads to 23,000 ft.

opposite side of the Hunza Valley from Rakaposhi is this medieval castle, nywhere in the world. Dominating the village is another peak of the undred years old, the castle is built of wood to withstand earthquakes.

THE HUNZA VALLEY: Lying at the foot of Rakaposhi is the narrow valley in which is the small state of the Hunzas. In the centre is the deep gorge of the river. The fields of maize and orchards stretch right to the edge of the chasm. Terraces built to enable cultivation can be seen right foreground.

Two more climbers carried the loads up the peak another 1,000 ft. on the next day. The final camp was made about 500 ft. below the summit. Captain Banks' message ended: "Next morning a high wind was whipping snow off the mountainside, creating blizzard conditions. Protected by heavy clothing and vapour-barrier boots, Banks and Patey set out for the summit. The cold was intense. After five hours of climbing Banks and Patey clambered on to the summit edge and were able to peer down the mountain and see the small state of Hunza nestling at the foot of the peak."

Rakaposhi, after K 2, is perhaps the best known of the Karakoram giants. On the road from Gilgit to Hunza, as Chalt is approached, the mountain suddenly appears rearing up to 25,500 ft. from the terraces on the left bank of the river. The Hunza-Nagar campaign of 1891 was fought on its lower reaches to the north. Serious reconnaissance was undertaken in 1937. Reaching a height of about 22,500 ft., Campbell Secord and Michael Vyvyan were of the opinion that Rakaposhi might be climbed from the north-west ridge. In June of 1947 H. W. Tilman, Secord, H. Gyr and R. Kappeler made another attempt. They reached the north-west peak of the same ridge that Secord had surveyed in 1937, but they were not equipped to go any further. In 1954 a German expedition carried out much scientific and mapping work in the Hunza region and in the same year a small British expedition of six reached the Monk's Head, a snow eminence on the spur short of the south-west ridge.

The Hunza porters of this year's successful expedition come from the ancient small state lying at the foot of Rakaposhi. Of Indo-Scythian origin, this race is thought to have been pushed into the rocky and inaccessible valley by pressure from immigrants. Well-built, upstanding and fearless, many of them are light-complexioned. Their language, Burushaski, is different from any other known language. They are natural rock-climbers. In his book, *Chinese Central Asia*, from which the photographs were taken, Sir Clarmont Skrine, a former British Consul-General in Kashgar, describes his journey through this remote, tiny state. He tells of the practice of shooting on horseback and the ancient form of polo played in Hunza. These may connect the people with the ancient peoples of Persia; indeed, a tribal tradition may refer back to the conquest of Bactria by Alexander the Great in 329-27 B.C. In any case, the Hunzas, ruled by their Mirs from the castle at Baltit, have been tucked away in the gigantic mountain range for a very long time.

MIDSUMMER AT STONEHENGE

A Visit to the Druid Ceremonies on Salisbury Plain

By BRIAN VESEY-FITZGERALD

MIDSUMMER, the zenith of the year, was once a great festival which our ancestors celebrated with much rejoicing. This was the great pagan festival of the Summer Solstice, a time when people were much concerned with sacrifice for one purpose or another, and much concerned about fertility—and not only of the land. Great fires lit the hilltops everywhere throughout Britain, and cattle were driven over the dying embers as a protection against the murrain. But before that there was dancing round the flames, and girls practised charms to discover their future husbands—or just practised their charms. Perhaps there was at one time human sacrifice connected with these ceremonies: certainly there was animal sacrifice. (There are two records, both from Cornwall, of the midsummer bonfire and the sacrifice of a calf within the last hundred years.)

The Christian Church substituted the Feast of the Nativity of St. John the Baptist for this pagan festival. This actually took place three days later, but I doubt if it made much difference to the rites at the time. The bonfires burned just as brightly in honour of the saint, and continued to do so until the middle of the last century.

Little now remains of all this. It is true that ceremonial bonfires are still lit at midsummer in one or two places in Cornwall, but these no longer have any significance. Only the midsummer bonfire at Whalton, in Northumberland, is rather more than a tradition kept alive by the elders (or, as one sometimes suspects elsewhere by the council for the benefit of holiday-makers) and still has about it something of the atmosphere of a festival with youths and girls dancing until the flames die down.

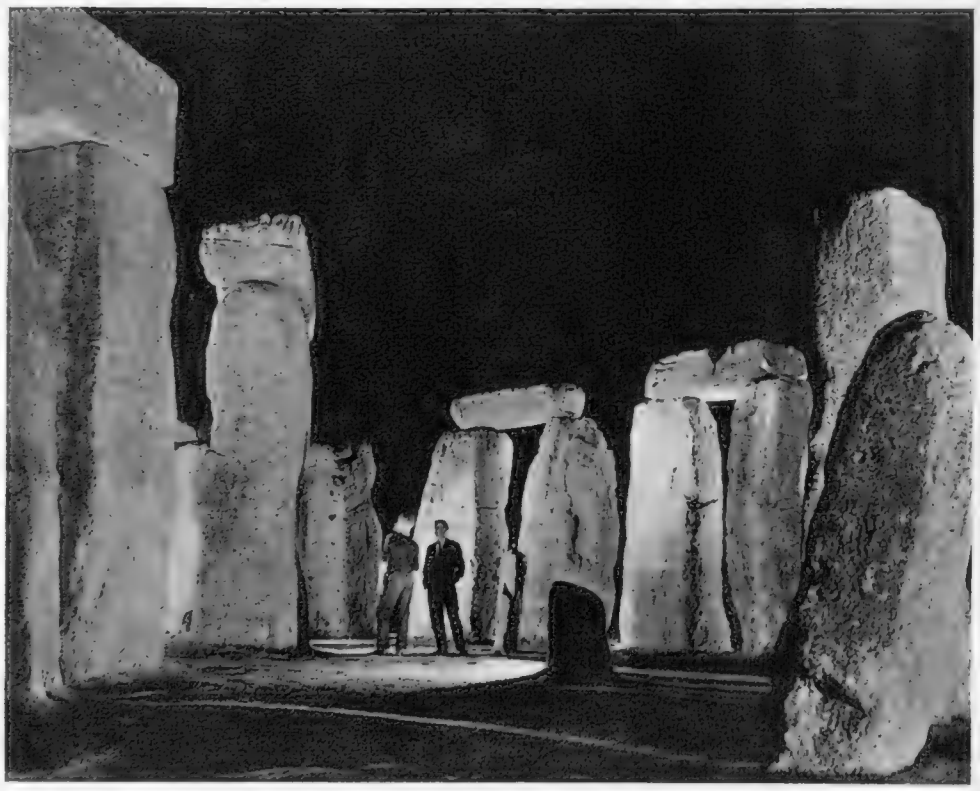
But there is still in Britain, at midsummer, one ceremony which is both curious and interesting. This takes place at Stonehenge, where the Druid Order (which is also known as The British Circle of the Universal Bond) holds a service at dawn. I went this year. If you think that I am a little late in recounting my experiences, this is because I have only just recovered my wits.

If you mention Druids in connection with Stonehenge to an archæologist the wild gleam of a startled kitten is likely to come into his eye. The archæologists will not have the Druids at Stonehenge at any price. The Druid Order (which, by the way, has no connection whatever with the Druids of Eisteddfodau) does not agree with the archæologists.

They maintain that the ceremony at Stonehenge is of very ancient origin and that the Order is a survival of the ancient Druids of Britain. It is said that the ancient Druids were never entirely suppressed, and that, though persecuted and sometimes driven underground, have existed either openly or as a secret society from pre-Roman times until the present day. That in itself is a pretty big claim. But it is also said that there are records of the present Order dating back to the fifteenth century, and a list of Chief Druids (if that is the correct title) going back even further.

I have used the phrase "it is said." That does not mean that I disbelieve it. (I think one might well say "it is said" about almost anything to do with Stonehenge.) But it does seem to me that this claim to antiquity is just a little ambitious. I do not think that there is any evidence for the existence of active Druidism after Saxon times at the latest. But that, in itself, is not conclusive, for the existence and survival of an underground movement depends upon secrecy. All the same, this underground movement lasted a very long time, and few people can keep a secret for very long. It would be even more difficult for a body of people to do so: and I should have thought that the medieval Church, with its very efficient espionage system, would have uncovered anything of this sort pretty quickly, and stamped on it very thoroughly.

Be that as it may, the Order exists now. And holds ceremonies (and seems to have done so since 1717) at the place and at the time at which it believes the ancient Druids celebrated the Summer Solstice. Precisely what else is believed, and what faith governs the ceremonies, I do not know. It would be easy to dismiss it all as the harmless amusement of a body of cranks. If a crank is a person of eccentric ideas (as opposed to unorthodox beliefs) given to eccentric acts, then I suppose that this is just what it is. Even so, in this age, when everything is standardised, in which every form of eccentricity (save only in art and female dress) is frowned upon, if not actively discouraged, we can do with a little eccentric non-conformity. But is this all it is?



CELEBRATING THE SUMMER SOLSTICE: Crowds watch the Druids as they take part in the midsummer ceremonies at Stonehenge, in Wiltshire. *Below*—Stonehenge by floodlight. The floodlighting which has been installed for the first time this year will continue throughout the summer.

My first surprise was that there were three ceremonies: the Midnight Vigil, the Dawn Ceremony and the High Noon Ceremony. That is, at least twelve hours at Stonehenge (not the most hospitable of places) and a very considerable test of stamina. Moreover, the Midnight Vigil demands a procession across country from the Devizes road past Stonehenge to just beyond Normanton Barrows and back, a distance of more than two miles of uncomfortable walking, the leader carrying a heavy banner on a long staff: no mean test of strength and endurance. I think that you want a little more than an eccentric idea to spur you to all that.

My second surprise concerned the people. I had expected (I do not know why) only a few, perhaps a couple of hundred or so. I am not very good at counting people in the dark, but I am assured that about 1,000 cars passed through the car parks (there was a field in addition to the official park), and there were coaches from many parts of the country: London, Birmingham, Bristol, even Yorkshire, as well as from nearer at hand. There were motor-cycles galore, scooters, bicycles, and people on foot. At a rough guess the crowd at its peak must have numbered 10,000. And they came from all walks of life and were of all ages. There were some naval officers in full mess-kit and their ladies in evening dress, there were soldiers and airmen, there were large numbers of teen-agers in jeans and their attendant swains, and there were respectable family parties. Many of these came just for the night out and a bit of a lark. There was a good deal of giggling away in the dark.

Some came, I think, in the hope that there would be some rowdiness: but there was none. Some came because it was Midsummer Eve and it would be romantic to have a picnic. Many, I am sure, came out of sheer curiosity and in the hope of a laugh. One elderly man, stout and wearing a bowler hat, lay propped against a trilithon and slept. And this—and, indeed, the fact that people stayed at all—was very strange, for it was a horrible night with a cool northerly wind and heavy driving rainstorms at regular intervals. The hot-dog stall did a roaring trade. But stay they did. There must be something about Midsummer Eve which even in this atomic age strikes deep down.

I went, I must admit, out of curiosity. I did not see the ceremony under the best of conditions. They are still working on Stonehenge, and there were great cranes, and many huts, and one of the huge stones in a cradle, ready to be lifted. And Stonehenge, for the first time, was floodlit—the lights were turned off at dawn for the sunrise which never came—and a trilithon does not look very impressive with three arc lights perched on its top like a futuristic nightcap. What with all this and the weather, I could not have seen it under worse conditions. For the Druids themselves it must surely have been rather disheartening: difficult to get the right atmosphere in the midst of cranes and huts and weary officials of the Ministry of Works. The thing could quite easily have become a charade, and been treated as such by the younger members of the crowd.

I went cynically. But I find it impossible to regard these modern Druids as mere play-actors, extroverts performing for the benefit of an audience and getting a cheap kick out of dressing-up. They, surely, believe it all: they are, beyond question, emotionally uplifted. One cannot doubt their sincerity. For the complete unbeliever such as myself, there is in the chill of the night, the gaunt stones from a dim unknown past, the distant cry of an owl, the whispering of the grasses about one's feet as it might be the whispering of souls long since departed, the first faint effulgence that precedes the dawn, the white-robed figures moving wraith-like, something which, if it does not prompt belief, at least induces humility. And that, surely, is good for one. But, of course, it might be the same without the white-robed figures and the crowds.

DELUGE ON BRITAIN

Torrential Rains Cause Some of the Worst Floods of the Century and Extensive Damage in Many Parts of the Country

THE FORCE OF THE WATERS: Overturned vehicles lie in Millhouses Park, in Sheffield. Some parts of the park were flooded to a depth of several feet. The Yorkshire city was one of the places worst affected by the widespread inundations over an extensive area of Britain in the middle of last week.

IN THE CENTRE OF MARKET HARBOROUGH: A car and a lorry with water rising around them have been marooned in the Town Square. The River Welland had burst its banks and caused the worst floods for fifty years in Market Harborough. Reports from many parts of the country told of the deluge driving people from their homes, disrupting road and rail transport and flattening crops. While preliminary salvage and repair work were being undertaken no clear estimate could be obtained of the cost of the countrywide damage. It could certainly be reckoned as astronomic. Insurance companies were expecting to deal with numerous claims from householders. Firms dealing with "Pluvius" policies—insurance against outdoor sports and entertainments or individual holidays—anticipated making many payments to clients.

AT THE REGATTA: A policeman paddles as cars splash past after a torrential thunderstorm in Henley on the second day of the Henley Royal Regatta. Spectators found the lawns of the enclosures had been transformed into mud. Undoubtedly those least affected by the weather were the crews on the river.

On left—

"OH, TO BE A DUCK!": David Bailey carries two of his chickens to safety through the flood waters on his poultry farm near Chelmsford, in Essex.

FLOODS IN SHEFFIELD RECALL SCENES OF A DISASTER OF NINETY-FIVE YEARS AGO: *Left*—The River Sheaf raging along its course has swept away a bridge. All that remains of it is the wrecked section on the left-hand side of the picture. *Right*—Furniture is piled in front of houses from which families had to be evacuated. A cloudburst brought a night of terrifying inundations. Sheffield had not experienced such a flood disaster since 1864, when the Dale Dyke reservoir burst its banks and caused the death of 240 people.

A ROYAL VISIT TO A NEW SCHOOL IN FIFESHIRE: At the newly-completed Kirkcaldy High School, in Dunnikier Estate, the Queen receives from twelve-year-old Janette Davidson a specially-bound copy of the diary of Pet Marjorie, the Kirkcaldy child prodigy of the early nineteenth century. The visit to the school was made at the start of the visit to Scotland by the Queen and the Duke of Edinburgh. They had travelled north in the *Britannia* after visiting towns on the east coast of England.

ROYAL DAYS IN SCOTLAND

A Varied Programme for the Queen and the Duke of Edinburgh

IN EDINBURGH: The Queen is accompanied by Sir William O. Hutchison, President of the Royal Scottish Academy, during her visit to the Annual Exhibition. On arrival at the Academy Her Majesty was met by Mr. I. A. Johnson-Gilbert, Lord Provost of Edinburgh.

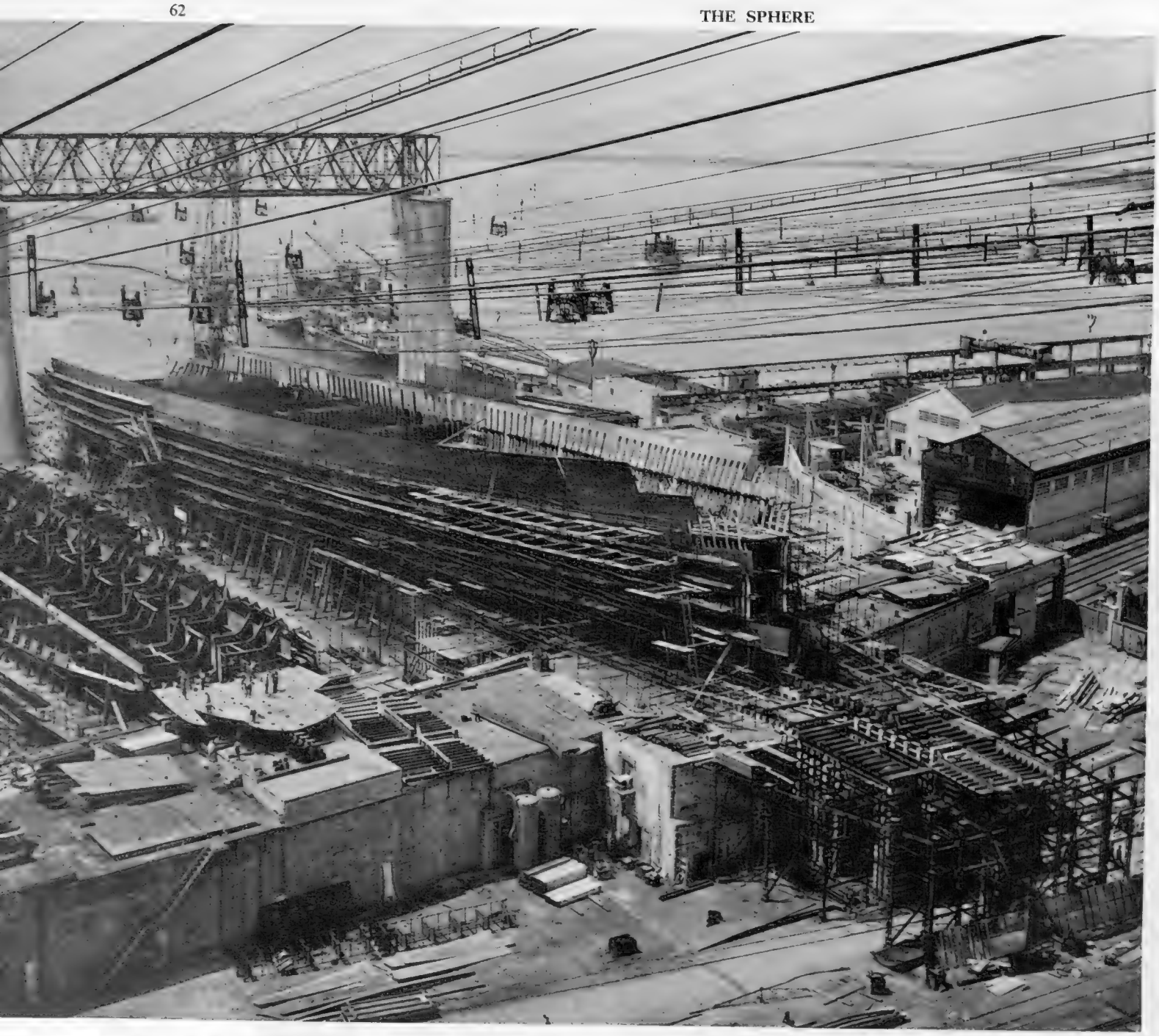
THE QUEEN MAKES HER FIRST DESCENT INTO A COAL-MINE: She wears protective white overalls, helmet and metal-capped gum-boots for her tour of the new Rothes Colliery, in Fife. The Queen and the Duke spent two hours at the colliery and stayed underground for about half an hour. They visited different parts of the mine and chatted with the miners at the coal-face. At times they had to bend almost double as they made their way along the narrow passages. Before making the descent both the Queen and the Duke were given brass check numbers, a normal procedure for all people who go underground. An aerial view of the new colliery appears on page 67.

On left—
A SOUVENIR OF THE OCCASION: At the end of her tour of the Rothes Colliery the Queen receives from seventy-eight-year-old Alex. Moyes a silver replica of a miner's lamp. Queen Elizabeth is the first Sovereign to go underground in a British coal-mine since 1912.

THE FIRST ROYAL VISIT TO FALKLAND FOR MORE THAN 300 YEARS: A general view outside the Palace as the Queen and the Duke watched a short masque portraying the granting of the Royal Charter in 1458. The masque was performed by student members of the Mermaid Dramatic Society. Falkland Palace was built in the sixteenth century on the site of an older castle, but only the south wing is in a reasonable state of preservation. During their tour of the Palace the Royal visitors were accompanied by the Earl of Elgin and Kincardine, Her Majesty's Lieutenant for Fife, and Major Michael Crichton-Stuart, Keeper of the Palace. They saw the King's Bedchamber, redecorated in the style of James V, and the refurnished Chapel Royal. Before going to the Palace the Queen and the Duke had made a short halt at the Town House, where they were received by the Provost. Later in the day they rejoined the Royal yacht and went to Leith, where they disembarked for the last stage of their journey to Holyroodhouse in Edinburgh. After a few days' stay in the Scottish capital they were due to return to London this week.

On left—

A GUARD OF HONOUR: On her way to the Palace at Falkland the Queen walks past a line of the Royal Company of Scottish Archers, her Scottish bodyguard.



On left—

A NEW ITALIAN LINER TA SHAPE: A general view of 32,000-ton liner *Leonardo Vinci*, which is under c struction for the Italia L at Sestri Ponente, near Ge

The launching ceremony of 761-ft.-long liner is expected take place towards the end of year, and the ship is due to completed in 1960. She will h accommodation for 1,300 pass gers. *Leonardo da Vinci* is be built to take the place of 29,083-ton liner *Andrea Do* which sank in 1956 after be in collision with the Swed liner *Stockholm*, some 45 m south-east of Nantucket Island the Atlantic. The ships collid in dense fog. Despite damag *Stockholm* was able to proce under escort to New Yo after taking part in rescue wo

A "VIKING" SHIP IS WELCOMED TO NEW YORK HARBOUR: As the ship passes the Statue of Liberty, a New York City fireboat ejects streams of water as part of a welcoming ceremony. The "Viking" ship, manned by a crew of seven, sailed into the harbour to beat her trans-Atlantic deadline by two days. She had been sailed from Norway to mark the launching of the film "The Vikings." The crew of the ship were to receive a prize of £1,650 for Norwegian charities if they reached New York before June 28.

NEW TANKERS FROM ITALIAN AND BRITISH YARDS: *Left—British Star* leaves a Trieste yard after the naming ceremony by Lady Clarke, wife of the British Ambassador to Italy. The 35,000-ton tanker is the first of six ships, ordered in 1955, to be built in Italy for the British Petroleum Tanker Company. She has an overall length of 683 ft. and a breadth of 86 ft. Her single screw, driven by steam turbines, will give a loaded service speed of 15½ knots. *Right—Nordic Hawk*, another 35,000-tonner, enters the water from the Clydeside yard of the Fairfield Shipbuilding and Engineering Company after being named by Princess Margaretha of Denmark. The vessel will be registered in Denmark and managed by the East Asiatic Company, on behalf of Nordic Tankships I/S. This company was formed recently when A/S Tankskibsrederiet, one of B.P.'s Danish associates, entered into a tanker-owning partnership with the East Asiatic Company.

IN YARD AND HARBOUR

New Ships from British and Italian Yards; a "Viking" Ship in New York

"SEA-LEGS": This 5-ton hydrofoil craft, developed by Gibbs and Cox Inc., of New York, is undergoing tests by the U.S. Navy Bureau of Ships. Fitted with two fully-submerged foils, one forward and one aft, the craft can reach speeds in excess of 25 m.p.h. A high-performance autopilot controls the position of the boat and foils. The purpose of the boat is to test the control and foil system.

"HALOBATES": Another hydrofoil boat undergoing tests is the 15-ton *Halobates*, which has been constructed by the Miami Shipbuilding Corporation of Florida. The craft is capable of speeds of 30 m.p.h. with loads above 8,000 lb. The boat's primary purpose is that of research. Later, the forward feelers will be replaced by a simple electrical height-sensing device. It is claimed that a hydrofoil-equipped boat will give better riding qualities in rough water and will exceed by 50 per cent., the speed of conventional boats of the same size and with the same installed power.

On right—

A MOTOR-DRIVEN CARGO-VESSEL FROM A BELFAST YARD: M.V. *Minchbank*, an 8,700-ton cargo-vessel, completes the second group of six vessels ordered from Harland and Wolff Ltd., by Andrew Weir and Co. Ltd., the last of the earlier group of six vessels having been completed in 1955. *Minchbank* has an overall length of about 483 ft. and a breadth of 62 ft. 6 ins. All her sister-ships are now in service.

FILMING "MAGNA CARTA"

An Educational Film of the Early Struggle for English Liberty which Culminated in the Immortal Scene at Runnymede

PREPARATIONS FOR BATTLE: Knights are mounted and waiting by their camp in readiness for combat. Very careful attention has been given in the production of the film to all historical details, including dress. The producer was advised by several experts.

On right—
IN FOCUS: Bearing the regalia, King John (played by Alan Browning) walks from his coronation followed by other characters in Southwark Cathedral. The technician on the right is adjusting the camera to ensure the right focus.

CORONATION IN 1200: A prelate carrying the crown walks towards King John sitting on the throne. This scene in the film *Magna Carta* was made recently in Southwark Cathedral. Camera lights are at top right of the choir stalls. The film is a production of Encyclopedia Britannica Classroom Films.

On right—
SETTING A SCENE: John Barnes, the director of the film, gives instructions for a pose to a prelate as he arranges another scene in Southwark Cathedral which has architecture of the proper period.

RECONSTRUCTION OF THE HISTORIC DAY AT RUNNYMEDE: Tents have been erected behind the table and the canopy in the area where Magna Carta was signed seven centuries ago. Director John Barnes surveys the scene to make adjustments before filming.

The film is an ideal medium for the teaching of history and the story of Magna Carta is obvious screen material of the highest drama. Encyclopedia Britannica Classroom Films have now finished the shooting of *Magna Carta*. The film is at present being edited, and should be available for showing in schools and colleges and on television in the United Kingdom and in America in about three months' time.

Very rightly the producer, John Barnes, and his group of historical advisers recognised that the incident at Runnymede in June 1215 cannot be isolated or dealt with by itself. History is one long process of cause and effect, a never-ending drama in which the interplay of a wonderful variety of human characters formulates the plot. That is if one sees it through the eyes of a Gibbon, a Macaulay or a Churchill and eschews the drab fashion of listing such fleshless matters as rent rolls and economic trends. Fortunately, Mr. Barnes is not of this latter persuasion—no film director could be—and in thirty minutes he unfolds the tense human story which led inevitably to Magna Carta.

The start is at the Norman Conquest and William I's establishment of personal rule through his feudal system. Among his successors strong kings such as Henry I and Henry II could maintain this autocracy and even develop it to their own benefit. But the weak rulers came up against the nobility, equally jealous of their powers and surrendering them only when faced by greater strength.

That was the main cause of Magna Carta—the struggle between strong and centralised government under the monarch and the rights and individual liberties of the barons. It was resolved by the King being brought under the law in 1215. Of course, at the time nobody had the slightest idea that they had drawn up a document which would become imperishable in the record of human liberty. Indeed, had the barons been told they were founding a people's charter they would have laughed loudly. One of the fascinations of history is its perpetual irony.

The greatest care has been taken by the film-makers to employ authentic historical background whenever possible. The Charter-signing scene was shot by the River Thames somewhere very near the spot where King, nobles and prelates must have gathered 700 years ago. Southwark Cathedral, in London, was used for the Coronation of John and for other sequences. Parts of the building date from Norman times. Monuments which would have been anachronistic because out of period were kept out of the pictures. The Tower of London, Windsor, and one or two castles in the North of England were the settings for other sequences, and much detail, especially for the costumes, was taken from the Bayeux Tapestry in the Victoria and Albert Museum.

The part of King John is played by Alan Browning, who brings out the paradoxical nature of the ruler's character, and K. C. Beresford Williams is Archbishop Langton. Others in the cast are Barry Shawzin, Donald Bisset, Ian Ainsley, Alan Mitchell, Peter Lee and Bernard Goldman. Some 100 extras were employed.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

DRY-DOCKING BRITAIN'S BIGGER SHIPS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

"THE Government is ready to make finance available to assist in the provision of dry docks in the development areas if appropriate arrangements can be made for proper contributions from the enterprises themselves and from non-Government sources. There is a grave risk of a shortage of dry-dock accommodation for the larger tankers and other vessels which will be coming forward in increasing numbers during the next decade."

Ship-repairing is not a subject that one ordinarily expects to hear discussed in a Budget speech, or one, indeed, that the ordinary citizen often hears discussed at all. Mr. Heathcoat Amory's reference in April was indeed one of the first times that the current problem of Britain's dry docks has ever been acknowledged outside shipping circles, and the ship-repairing industry may possibly be grateful for that, as well as for the somewhat guarded offer of public money. But it would be unwise to exaggerate their gratitude; they still feel that the British ship-repairing industry is unfairly discriminated against by the taxation authorities.

This is a substantial industry, and the dry dock is its most essential tool. At any given time there are probably about 2,000,000 tons of merchant shipping under repair in British yards, plus a much smaller fringe of naval work (the Admiralty does most of its own); this keeps about 50,000 men busy in the private yards. In a normal year, about 1,500,000 tons of ships are returned to service every week. The value of repair services is of the order of £70,000,000 to £80,000,000 a year in this country: a large amount of this is carried out on foreign-flag vessels.

The shortage to which the Chancellor of the Exchequer was referring is not one of absolute numbers, nor even does it arise from the steady growth of Britain's and the world's merchant fleets since wartime losses were made up. It arises from the size of the units of that fleet, and of the tonnage now on order throughout the world. More and more of the ships now coming into service are bigger than most of the ship-repair yards in this country—and abroad—were ever built to handle.

The big ship existed before the war, and dry docks existed to deal with them; but there were few of both. Only a handful of great passenger liners and warships exceeded 25,000 tons; specialised dry docks to handle these, such as the King George V Dock at Southampton, 1,200 ft. in length and 135 ft. wide at the entrance, equipped to pump out 260,000 tons of water in four hours and sit the *Queen Elizabeth* down onto her cradle, were built to deal with these. The vast majority of cargo vessels—tankers and dry-cargo alike—were in the range from 5,000 to 12,000 tons, easily dealt with in comparatively modest dry docks scattered round the world's ports.

The huge growth in the volume of oil transported by sea, followed recently by increases in movement of other bulk cargoes such as iron-ore, has revolutionised that situation since the war. Led by the independent tanker operators such as Onassis and Niarchos, owners of tanker fleets have steadily sought "economies of scale" in bigger and faster tankers. The fashionable size for a tanker has always been moving up in recent years: 18,000, 24,000, 32,000, 38,000, 42,000, 47,000 tons deadweight. To-day the favoured size for a "super-tanker" is 60,000-65,000 tons deadweight (a size that could traverse the Suez Canal part-loaded but which would be practically as economic operating round the Cape); but 80,000- and 85,000-tonners exist, and though there has been talk of cancellations during the recent slump in freight rates, tankers of more than 100,000 tons were ordered after the Suez crisis.

All these ships need maintenance and repair; an annual dry-docking usually takes about a week. Every four years, under the rules of the registration societies, they need a survey for insurance purposes, which usually takes ten days or more. And there are now enough of them to constitute a large and steady volume of demand upon repair facilities—if these were available in the right places and of the right size. Afloat and on order, there are some 700 tankers of 32,000 tons deadweight or more in the world oil fleet to-day; ten years ago, there were none. Throughout the world, repair yards capable of handling such vessels are hopelessly inadequate to deal with such a fleet.

In Britain, there are about twenty-five dry docks which can take 32,000-tonners, if one includes a naval dock and those engaged primarily upon big liners; eight privately-owned docks could handle 50,000-tonners. This capacity to handle big ships represents the result of considerable efforts since the war; the ship-repairing industry has brought in several new dry docks since the war and has extended the size of a dozen more, while there are at present seven under construction or in the planning stage.

HIGH AND DRY: *Caronia*, the 34,172-ton Cunard liner, is dwarfed by the size of the King George V graving dock at Southampton, as she lies high and dry during her annual overhaul. The same dock is used by the two massive "Queen" liners. The dock, which was specially built to take the *Queen Mary*, is 1,200 ft. long and 135 ft. wide at the entrance.

But a dry dock is an uncomfortably fixed asset that it is not always possible to extend in the way that a repairer would like. This is particularly true as regards the width of the dock, which in dealing with big bulk carriers may be the vital dimension. A 32,000-ton tanker is likely to be about 700 ft. long by 90 ft. wide; a 65,000-tonner, 800 ft. by 110 ft.; a 100,000-tonner, 925 ft. by 130 ft. It is often practicable to lengthen a dry dock; not so often to widen it, partly because of the sheer extra cost in reconstructing the whole side wall that carries its travelling cranes, but also because of the limits of space between berths.

Reconstruction and enlargement of dry docks in Britain, and the construction of some new docks, has thus, since the war, been quite unable to keep up with the ever-widening ambitions of the tanker companies to build bigger and bigger vessels. In a period when one's customers are engaged in such rapid technological change, it is indeed difficult for any service supplier to know just what he should plan to cater for. For the moment—which really means following the latest wave of tanker ordering in 1955-56—the tanker operators' ideas may have stabilised a little, on super-tankers of 65,000 tons or so. But a ship repairer who has to consider investing, say, £2,000,000 in a new dry dock is not concerned simply with owners' ideas of size to-day. He has to try to guess what size of dock will be economic during the whole working life of the dock—which, in practice, can hardly be less than twenty-five to thirty years, and which for purposes of taxation the Inland Revenue authorities hold ought to be as long as forty or fifty years. What is likely to be the preferred size of a bulk cargo-ship by about the middle of that working life—say, 1975? Any advance on 100,000 tons?

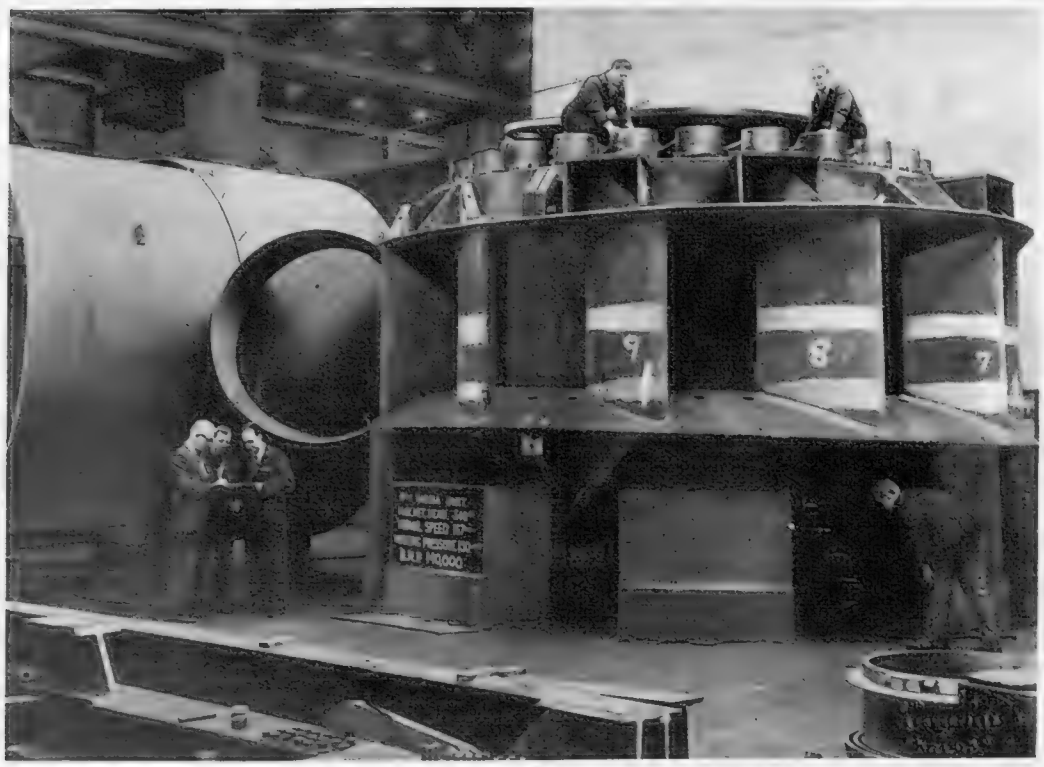
A dry dock capable of taking even a 65,000-ton tanker is a costly, immovable investment, which for profitable operation needs to be in pretty constant use on vessels of the size it is designed for. The repairer who builds one has to be confident of a steady demand in the precise place where he is excavating his dock; the industry's history is full of docks which were left not only dry, but unused when maritime trades shifted their pattern. Physically, excavation may account for about 25 per cent. of the cost of a new dock; millions of tons of concrete may be poured to form the "sill" floor and the stepped "altar" walls; the gates or caisson that closes off the dock from the seaway or tidal basin is a big structure of steel; and heavy cranes, pumps to empty the dock, lighting, power and oxy-acetylene services add to the cost. To the repairer, this huge working "grave," which can be used for nothing else at all, is as much a tool as another industrialist's plant and machinery. It is a constant source of grievance in the industry that for tax purposes it is treated as a building, and depreciated at comparatively low rates.

Ironically enough, ships receive exceptionally favourable taxation treatment, in order to encourage renewal of the country's merchant marine and to compensate for special costs on replacement; dry docks, which are vital to the efficient operations of that merchant marine and which labour under equally difficult conditions of replacement and obsolescence, receive exceptionally unfavourable treatment. In most of the other countries which compete with Britain for ship-repairing trade, taxation treatment of dry docks seems to be more favourable than it is here.

It was for this reason that the ship-repairing industry's enthusiasm about Mr. Heathcoat Amory's offer of financial assistance this year was somewhat lack-lustre. They were uneasy, in any case, about the idea of special assistance for docks only in development areas or places where unemployment happened to be severe: it is difficult enough for a far-seeing businessman to select the place where a dry dock can be expected to pay throughout its life, without having social considerations such as local unemployment brought in to affect the choice. It may be, however, with Britain's limited number of places where a big tanker could come in anyway, that, in practice, these social considerations will be less important; not even Whitehall would favour dry docks to take super-tankers that a super-tanker could not reach.

And it does so happen that a number of likely sites for new big dry docks are in localities scheduled as Development Areas already: the big dock that is being enlarged on Merseyside to serve Shell's new oil terminal at Tranmere, Milford Haven, Greenock, and Tyneside, where Vickers recently announced plans for a new dry dock to take at first 65,000-tonners, and later, if the need develops, the 100,000-tonners of the following decade. Not all these projects are likely to request Treasury assistance: but all appear well placed for future maritime trade.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*



BRITISH TURBINES FOR THE KARIBA POWER STATION

The picture shows some of the major parts (weighing over 270 tons) of the first 140,000-h.p. Francis turbine for the Kariba hydro-electric power station, which have recently been sent to Rhodesia. They were dispatched ahead of schedule and comprised the stay-ring, spiral casing and guide apparatus, but excluded the rotating parts of the turbine, which are not required until a later stage of the erection programme. Six turbines for the power station are being supplied and erected by Boving and Co., Ltd., of London, and manufactured at the works of Markham and Co., Ltd., in Chesterfield. The first draft tube liner has already been assembled at the site, ahead of the scheduled programme, and it is hoped to begin installation of the remainder of the turbine early next month when the concreting of the foundations will have been completed. Work is also proceeding on the erection of the draft tube liners for the other turbines.

LONDON'S NEW PACKAGING CENTRE

Sir David Eccles (left), President of the Board of Trade, is seen during his tour of the stands after opening the new exhibition centre organised by the Packaging Centre Ltd., in Poland Street, London, W.1. He is standing with Mr. P. D. Pattrick, Sales Director of the Foils Division of Venesta Limited, and looking at a showcase displaying some of the uses of aluminium foil in packing various products. At the opening ceremony, Sir David said that he was glad British manufacturers were going to pay more attention to this aspect of salesmanship. "A lot of our exports would be easier to sell if they were better packed."

A 113-TON ANVIL GOES BY RAIL

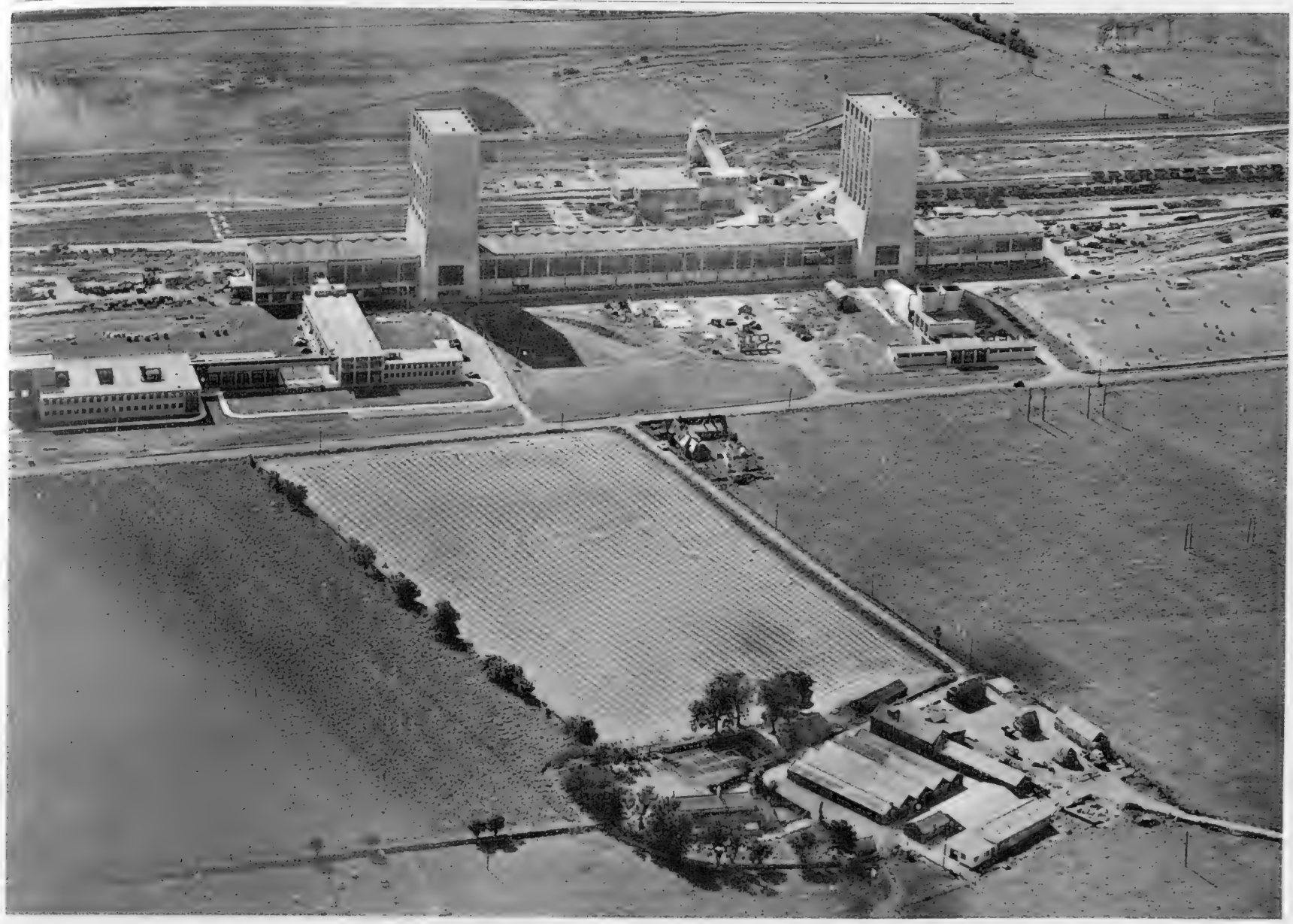
The Eastern Region of British Railways have recently played a major part in conveying a 415-ton drop hammer from Birmingham, where it was manufactured, to Venissieux, in France. The largest piece of the consignment was a 113-ton anvil, which had to be conveyed by rail to Harwich, in Essex, for shipment to the Continent. Because of its immense weight the anvil was loaded on a special wagon (a Flatrol EAA) and cantilever equipment was used to spread the load. The picture on the *left* is a general view of the special train, showing the wagon and the cantilever equipment; on the *right* is a close-up of the massive anvil, which is held in position by chains. This consignment represents the heaviest individual piece of machinery which has ever been carried on the train ferry service between Harwich and Zeebrugge.

On left—

BUILDING BRITAIN'S NEW LOCOMOTIVES

On the *far left* is a view of the underframe of one of the ten 2,000-h.p. diesel-electric Type 4 locomotives which are being built for British Railways at the works of the Vulcan Foundry Limited, at Newton-le-Willows, Lancashire. At this point the underframe is seen in course of machining on a double-headed planer, a 50-ft.-long machine which is one of the largest of its type to be installed in this country. On the *left* fitters are working on the 16-cylinder V-type diesel engine during the course of assembly of the locomotive's superstructure. The siting of the engine fuel tank behind one of the cabs of the double-ended locomotive can be seen in the foreground of the picture. The first of the ten diesel-electric locomotives went into service with the Eastern Region in April. Vulcan Foundry Limited is a member of the English Electric Group of Companies.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*



SCOTLAND'S MODERN COLLIERY

This contemporary building, resembling a modern factory, is, in fact, Rothes Colliery, in Fife, which the Queen and the Duke of Edinburgh visited last week. It is a major undertaking to develop the deep seams lying north of Kirkcaldy, and the project has involved the sinking of two shafts and the construction of a surface layout of modern design to deal with a daily output of 5,000 tons of coal. Rothes Colliery was originally planned by the Fife Coal Co., Ltd., and is the last major mining development in Scotland to have been started under private enterprise, although work on its construction could not go ahead until after the war. The dominating features of the layout are the twin towers which house the winding equipment immediately above the two shafts. They are approximately 190 ft. high and are of reinforced concrete with metal frame windows and louvres for ventilation purposes.

On the left of the picture are the pithead baths, which are joined by a covered way to the offices, workshop and lamp cabin. Connecting the two towers, and extending beyond them in easterly and westerly directions, is the car hall, which is 930 ft. long and 60 ft. wide. This section houses the tracks, creepers, rams and brakes which are used to conduct and control cars from both shafts to the three tipplers before returning them underground. Just to the left of the right-hand tower is the preparation plant, where the entire output is mechanically prepared for the market. In front of the same tower are the electrical sub-station and the fan-house, and in the background are the railway sidings. The shafts at the colliery are each 24 ft. in diameter and are lined with concrete. On the pit bottom the layout is so designed that it can make use of the most up-to-date mine car-handling equipment.

DRILLING FOR COAL AT SEA

On left—

The National Coal Board's new boring tower, which has been assembled at West Hartlepool for proving reserves of undersea coal, will shortly be towed out to sea to start drilling operations off the Durham coast. The first borehole of the series has been sited about 3½ miles off the coast east of Blackhall Colliery in water about 100 ft. deep. It is intended to explore the full coal measure at this point to prove whether the coal it is hoped to work is present and not too near the base of the water-bearing limestone. The total depth of the borehole will be about 2,000 ft., and the operation is expected to take about four months to complete.

This is the Board's second boring tower. It is a great improvement on the first one, which was built in 1955; it is self-contained and can start boring operations within a few hours of reaching its station. The tower is capable of withstanding an 80-m.p.h. gale, and is specially constructed so that it will remain steady in bad weather. Its weight, with all equipment, is about 700 tons and it is approximately 230 ft. high. There is a crew of eighteen men.

The World of Books

TRAVELLERS OF YESTERDAY AND TODAY

The Personal Papers of Gertrude Bell; A Reporter's Impressions of Modern South Africa; A Bakery in New Mexico; Fact and Fiction in Portugal, and Other New Novels

GERTRUDE BELL was a great traveller. She was also an assiduous diarist and letter-writer, an inspired recorder of journeys and, by and large, one of the most remarkable Englishwomen of our century. At Oxford she was a brilliant scholar and her studies there laid a foundation for her career as explorer, administrator, architectural expert, cartographer and, above all, writer. In giving us what one must hope is only the first volume of a biography of this rewarding figure, Miss Elizabeth Burgoyne has chosen the period from 1889, when Gertrude Bell was twenty-one, to 1914, when she returned to London from Arabia, having twice crossed the vast Syrian Desert, to be awarded the Gold Medal of the Royal Geographical Society. Three months later war was declared and the pattern of her life changed again with the Government's call on her unique knowledge and services.

Since Gertrude Bell has left such a quantity of personal papers, it is greatly to the biographer's credit that she has allowed these more or less to speak for themselves, and the book is based on the diaries and on the constant, deeply affectionate letters which Gertrude Bell wrote from ships, camps and the most outlandish of sites to her family and, in particular, to the father who was such a close and loving friend. GERTRUDE BELL (Benn. 42s.) is, by any odds, the most fascinating book of the week and the richness of spirit, the enterprise, the humour and the courage it reveals make it as heartening as it is entertaining.

THE WINNER OF THE HAWTHORNDEN PRIZE: Dom Moraes, the nineteen-year-old son of Frank Moraes, the editor of the *Indian Express*, was awarded the prize for his book of poems, *A Beginning*. Over fourteen years since it was last awarded, the Hawthornden Prize, £100 and a medal, was officially presented on July 10.

SOUTH AFRICAN WINTER (Faber. 18s.) is a product of some months spent recently in the Union by Mr. James Morris, who was travelling there on behalf of an important newspaper and who has reported what he found, unsensationally, wittily and with some force. You may remember that it was this same young Mr. Morris who wrote *Coronation Everest*, the best layman's book yet to be written about Sir John Hunt's expedition. In the present work, his descriptive powers are as sound and as vivid, the freshness and vitality of his writing as evident. When Mr. Morris, for instance, wishes to learn more about *apartheid*, he doesn't discuss the problem with other newspapermen or politicians (an over-familiar gambit); he talks a little and listens a lot to representatives of the races concerned, and whether these are the dispossessed African or the dyed-in-the-wool Boer, all the reports are lively and, best of all, new. A good, rousing, intelligent book.

MUCH ELSE IN ITALY (Macmillan. 18s.) is about a very different kind of journeying: Mr. Martin Boyd's book has the background of a country he knows and loves. It is the story of a physical journey undertaken from the temples at Pæstum, through Amalfi, Rome and Assisi to the Ligurian coast while, at another level but at the same time, there is an intellectual voyage on which the author and a younger companion travel. The older voice expresses a balanced and, as far as possible, an impersonal view. The younger one belongs to an Irish boy with a questioning, alert mind, unwilling to accept conventional explanations and looking perpetually for the truth which is God. With Turgenev, the author believes that " this word ' civilisation ' is comprehensible, pure and sacred, and that the others, such as ' nationality,' ' glory,' and so on, smell of blood." Appropriately, this is the most civilised of books.

Travel again, with DOUGH, RAY AND ME (Hodder and Stoughton. 15s.), although, as the title indicates almost too forcibly, this is travel of a far more domestic kind. Mrs. Pat Kilmer, her husband and their two children, all of them a good deal more courageous than tigers, set out one day from Detroit after a pause for thought lasting about half an hour, and headed for Arizona and the good, independent life. They landed in New Mexico, opened the only bakery in a tiny town, and, with more optimism than know-how, survived a good few setbacks. This is a high-spirited, slangy, gossipy account of what must have been a pretty grim struggle in which their only allies were friendly neighbours and a devotion to hard work.

And so to novels, beginning with the newest one by Miss Ann Bridge, the Thirkell of the diplomatic set. THE PORTUGUESE ESCAPE (Chatto and Windus. 16s.) is wonderfully informative about Portugal and I propose to take the book with me next time I visit that lovely country. There are elements of the guide-book here, though a remarkably practical one; there are flimsily-concealed cooking recipes, pointers to local wine lists (with prices), topographical details and the nearest thing to a contour map in words. Threading in and out of this, the best part of the book, is the plot which concerns a Hungarian and well-born refugee from behind the Iron Curtain, her English admirer and the Portuguese nobleman who befriends them both.

Mr. Gwyn Thomas is one of the most ebullient and one of the most imaginatively fertile of writers now being published in the English language. He also writes what are classically known as richly comic scenes, and I own that it is a pity and obviously my loss that I cannot find his work other than indigestible. Like many wonderful meals, the first courses are delicious and so, probably, are the succeeding ones. By that time, however, the appetite may flag and fail. THE LOVE MAN (Gollancz. 13s. 6d.) is his newest novel, and in this he has temporarily left Wales for Toledo and for a highly imaginative foray into the love life of Don Juan. The vitality of the style matches the theme and it is indeed a diverting experiment.

STILL ALIVE TO-MORROW (Cresset Press. 16s.), by Mr. Wayland Young, is a novel of violence told in restrained and composed language. A journalist is sent by his newspaper to investigate a revolt in North Africa and, at the same time, he engages on a personal search for the motives which led to the suicide of a girl he loved but didn't marry. Clever, compassionate and with a particularly adult sense of humour.

Mr. John Petty's novel A FLAME IN MY HEART (Secker and Warburg. 15s.) is set in the industrial heart of England and is the story of a man in early middle age who is a popular and moderately successful worker in a brass foundry. When his wife dies suddenly he is left with four daughters, a lung disease which is secretly rotting his frame and an inexplicable, inadmissible passion for the oldest of his girls. Written with white-hot fe and with an admirably strong belief in the comp individuality of every human being.

Two novels from the United States follow, each its liberal flavouring of vanilla sugar. MAGGIE—N (Heinemann. 16s.) is by Miss Betty Smith, who wro *Tree Grows in Brooklyn*, and it has the same setting, fully and even lovingly set down, and a cast of chara mostly immigrant Irish and Germans, who are as colo and occasionally as stifling as a heavy patchwork The ending especially has a touch of authentic dr which is not necessarily larger than life.

HOMING (Robert Hale. 12s. 6d.) is described another Williamsburg novel, and it is the seventh in series of Miss Elswyth Thane's stories about Virginia their F.F.V., which, being translated, is First Familie Virginia. Miss Thane has a cosy style which, I imag would lend itself well to reading aloud. In spite of lightly romantic air which she adopts, there is a so basis of research to support her plot. For a change, greater part of the action of the present book takes pl in London between 1938 and 1941, but the Willia burg tradition is constantly if tacitly recalled.

Signor Riccardo Bacchelli, author of *The Mill on Po*, and one of Italy's leading novelists, has writte dramatic story of Northern Italy during the war, spec ally during 1943 when that region was having air r Mussolini had fallen from power and the Italian render was within sight. THE FIRE OF MILAN (Se and Warburg. 18s.) makes good and provocative rea

THE YOUNG CÆSAR (Collins. 16s.) is the hea product of a good English novelist and classicist. Rex Warner has written about Julius Cæsar from youth up to the time when, as we all remember, all was divided into three parts. It is, in fact, on the of his departure for Gaul that the story, as told by himself, ends. This is a book of deep fascination, formal without being prosy.

Mr. John Christopher's rather horrifying adven story, THE CAVES OF NIGHT (Eyre and Spottiswoo 13s. 6d.), is both thrilling and chilling. It is concern with a small party of people, three men and two wom who decide to spend an afternoon exploring some cave an Austrian mountainside, are trapped by a rockfall have to take their chances on working through the galleries to the other side of the mountain. Exciting not for claustrophobics.

PLAYBACK (Hamish Hamilton. 12s. 6d.) is not very best detective story that the great Raymond Chand has ever written, but at least it brings Philip Marlo the original private eye, back to us and is wonderfu readable. There are some splendid new analogies, Chandler speciality, and I liked the secretary who spo in a rather chintzy voice.

THE CASE OF THE MOTH-EATEN MINK (Hein mann. 12s. 6d.) is Mr. Erle Stanley Garner's latest ofe ing. Californian background, Perry Mason at his mo ingenious and the final and traditional court scene is more understandable than usual.

Mrs. Mary Roberts Rinehart's CRIME BOOK (Cassel 21s.) contains three different novels: *The Door*, a long boo in itself, told in her inimitable manner of terror displa against the most cosily domestic of backgrounds; *Confession*, a good, long-short story, and *The Red Lam* again a full-length novel, more or less successful combining detection with a touch of the supernatur An excellent buy for a summer journey. **Vernon Fan**

MORE WAR STORIES

Spies, U-Boats and Aircraft

Major-General Erwin von Lahousen, although an Austrian, was one of the heads of the German Secret Service for much of the Second World War. From 1939 to 1943 he noted in his war-diary all the main activities of the Sabotage Department of the Abwehr, the German Intelligence Department. Now Charles Wighton and Gunter Peis have had access to the diary, which was produced in evidence at the Nuremberg trials. In THEY SPIED ON ENGLAND (Odhams. 18s.) the reader will realise, if he has not already done so, just to what a degree careless talk does cost lives in wartime. The two most remarkable saboteurs to emerge in these crowded pages are Berg and Klausen, the Norwegians who, ostensibly refugees, landed in England, one getting a job at a fashionable West End hairdressers and the other in a North London armaments factory. Klausen was eventually called up in the Norwegian Army in England, a great shock to his partner, who disappeared from his job and headed north for the Mersey. Sustaining the two Norwegians in Britain were both money and sabotage materials dropped by the Luftwaffe in Scotland. This is a first-rate narrative that takes all the loyalties out of war and strips it bare, a sordid tale with elements of personal adventure in it, and a warning to all of us never to talk out of turn.

A hardly less enthralling wartime narrative is John D. Drummond's H.M. U-BOAT (W. H. Allen. 18s.). Early on in the war Hitler gave orders that every U-boat loss should be reported to him immediately. In August 1941, however, there was a loss for which Doenitz could not account. The submarine U-570 suddenly vanished off the face of the ocean. Later the German Intelligence received reports that a ghost U-boat was operating against her sister-ships U-570 had been captured by British aircraft and sh was now fighting the wolf packs under the name o H.M.S. *Graph*, and she actually sank another U-boa Mr. Drummond tells his tale with remarkable skill.

THE ZERO FIGHTER (Cassell. 30s.) is a important book to those interested in the technicaliti of aeronautical design and progress, tracing, as it doe the history of the aircraft used by the Japanese Nav and Military Air Forces with such success up to t climax of the Pacific War. The authors are Masata Okumiya and Jiro Horikoshi, who have had the assistan of Martin Caidin in the compilation of this very detail and well-illustrated work.

Ann Dearden, who has lived for the past ten yea in the Middle East and for three of those years in Jorda possesses the searching eye of the newspaper cor spondent (which once she was) and the more leisur perception of one whose subject has been part of everyday life. In JORDAN (Robert Hale. 18s.) presents a most penetrating study, attempting to h the balance between Arabs who look to Russia a those who still look to the West. For the gene reader this should prove an absorbing and oft dramatic narrative, revealing many new facets Jordan-Israel relations.

THE CHURCH OVERSEAS

With more than 300 bishops gathered in London for the Lambeth Conference, a most timely and welcome publication is ANGLICAN CATHEDRALS OUTSIDE THE BRITISH ISLES, by the Rev. B. F. L. Clarke (S.P.C.K. 45s.). Over 230 buildings of the Church Overseas are described, about half of them being shown in excellent photographs. Here is a reminder, if one is needed, that the Church of England, as we know it in this country, is only a segment of the Anglican Communion which now circles the globe. Its scope stretches far outside the British Commonwealth, to such lands as China, Japan and America. The second part of the book deals with the many cathedrals of the Protestant Episcopal Church in the United States.

The first thing one notices as one turns the pages is that many of the pictures seem familiar. The spires, towers and pillared porticos of English church architecture have often been imported, as it were, into Australia, Canada, and even India. If the interior of the choir of the Cathedral of SS. Peter and Paul in Washington were not so captioned, one would ask whereabouts in England it was. Of course, there are places where the local style has been adapted for modern purposes. All Saints, Onitscha, in Nigeria, is a splendid example, and at Car, Nicobar, the cathedral is of wood and thatch. This volume is not merely an architectural record. It is also a vital part of the history of Christian Faith.

In times past the Japanese wore carved or decorated objects of wood, ivory or other material to attach to the girdle small articles in daily use. These were *Netsuke*. Because of the adoption of European dress they are now rarely worn, and have become collectors' pieces. In THE NETSUKE OF JAPAN (Bell. 35s.) Egerton Ryerson describes the miniature carvings and the legend and folklore and customs which they illustrate. He includes 150 photographs taken by himself. It might be thought this is a book for the expert. In fact, Mr. Ryerson makes the subject so fascinating that the ordinary reader will soon find himself profoundly interested.

Another book which at first sight seems to have an exclusively expert appeal is COLLINS' POCKET GUIDE TO THE SEA SHORE (Collins. 25s.), the latest addition to this publisher's "Pocket Series." The authors are John H. Barrett and C. M. Yonge. Again this is a most readable exposition, with many illustrations, some in colour, of the abundant life to be found on and around the beach.

The Clerihew that "geography is about maps" presumably still holds good. But, it should be added, to-day maps are much more than faces of places. The second edition of the CONCISE OXFORD ATLAS, under the general editorship of D. P. Bickmore, with historical information and contemporary notes by T. K. Derry (Oxford University Press. 30s.), is evidence of this. For instance, two of the maps of Britain show respectively the distribution of Recreations and Scenery. This is an extremely valuable piece of cartography, and very cheap at the price.

André Simon has added to his list of publications with A DICTIONARY OF WINES, SPIRITS AND LIQUEURS (Herbert Jenkins. 16s.). No doubt it will be read by those who like to discourse learnedly about what they are drinking. Some experts might not altogether agree with the author's views on Ale and Beer, and a cellar should surely be defined as an underground place for storing these beverages as well as wine. C. D.

In this cricket season of 1958, when cricket-lovers have had plenty of time to contemplate everything except the game itself, matches having been washed out from the programme day after so-called summer day, it may well be that enthusiasts for the great game will have time to give Sir Donald Bradman's important new book the attention it deserves. THE ART OF CRICKET (Hodder and Stoughton. 30s.) expresses the quintessence of Sir Donald's cricket wisdom. Every word of it has been written by himself (a necessary admission in the sporting-cum-literary world), and he has selected the pictures and arranged the diagrams, the whole effort being directed at revealing the ins and outs of every aspect of the game. From the simple business of fielding to the intricate considerations of captaincy, it is all here, and marvellously well done in that Bradmanesque way the world knows so well, based upon infinite capacity for concentration, well directed and single-minded effort that brought Sir Donald his mighty success upon the field.

Ian Henderson, in collaboration with Philip Goodhart, tells the story of THE HUNT FOR KIMATHI (Hamish Hamilton. 21s.). Dedan Kimathi was the most powerful, the most ruthless and the most elusive of all the Mau Mau leaders in Kenya, and long after the backbone of the rising was broken, Dedan was out in the hills bent on his own special business, wandering through the dense forests of the Aberdares with his bodyguard of strong-arm men. It was Kenya police officer Ian Henderson who led the hunt, and to do so he had, in effect, to become a rival Mau Mau leader, with one of the strangest armies which has ever fought for Queen and country at his beck and call. Ian Henderson has produced a gripping adventure story. R. C. E.

THE REVIVAL OF AN AMERICAN COURT DRAMA: Locked in the cell before her trial is Mary Dugan, played by Betsy Blair, in the production of *The Trial of Mary Dugan* at the Savoy Theatre, in London. First seen thirty years ago, the play is set in the Supreme Court of the County of New York. Throughout the melodramatic thriller depicting the trial of a woman accused of stabbing to death her wealthy married lover, the audience is the jury. Others in the cast, besides Betsy Blair, who played the leading role with charm and sincerity, were Mr. David Knight as her young brother, Cec Linder as the District Attorney, and Patricia Burke.

TWO 'S COMPANY: In *Double Cross*, a thriller by the American playwright John O'Hare, the only two parts are taken by Terence Morgan and Dulcie Gray. The play is set in new England in a chalet which is taken over by a young couple for their honeymoon. The decor for the play, running at the Duchess Theatre, in London, was designed by John Piper. The production is directed by Jack Williams.

NEW PLAYS AND A CLEVER REVUE IN LONDON

WITH SATIRICAL INTENT: In a neat, little round mourning the passing of the debs., Geoffrey Webb as the Couturier sings good-bye to "those dresses of white bouffant." The other characters in the sketch from the revue *For Adults Only*, now running at the Strand Theatre, in London, are, from left—Ron Moody as the Father, Patricia Lancaster as the Waitress, Louie Ramsay as the Debutante and Gladys Tudor as the Dancing Teacher. Written by Peter Myers and Alec Grahame as a successor to their successful revue, *For Amusement Only*, the present revue tilts with a wicked glee at the world of entertainment and of polite society. In a skilful cast, the chief stars are Miriam Karlin, dealing raucously with life in Sodom before its fall; Hugh Paddick blandly playing James Dean in Heaven, and Ron Moody miming an airport porter yearning for far-off places. The finale is again an amateur dramatic society's ambitious production of a musical. As ever, the spectacle of highly-skilled actors acting as badly as they can, and subject to the most alarming collapses of scenery, is hilarious. The inaudible, short-sighted hero, the heroine, enunciating with terrible clarity, and the villain incapacitated by a bleeding nose, all are portrayed with an amusing and pitiless exactitude.

On left—

A DEVOTEE OF THE SUPERMARKET: Miriam Karlin, as the suburban housewife, nearly asphyxiated by her chain-smoking, staggers to the cash desk of the supermarket, loaded down by the collection of household goods she does not want, but has felt impelled to buy. This is one of the sketches in *For Adults Only*.

A TRADITIONAL CRICKET MATCH AT LORD'S: The pitch is roped off as visitors to the Eton and Harrow match walk about the ground during an interval on the second day of the game. The match was left drawn.

ETON AND HARROW MATCH

The Traditional Setting for the Annual Match at Lord's

Traditionally the scene of pageantry and elegance as well as of cricket, the Eton and Harrow match at Lord's ended in a draw. In the sunshine of the first day, summer dresses and extravagant hats added gaiety and colour to the scene during the parades at lunch and tea. Under a dull sky and bad light on the second day, Harrow fought grimly to avoid defeat in the extra half-hour of play. Eton made 170 in their first innings. Harrow, after an easy start, suddenly lost their last six wickets for eight runs in less than half an hour and were all out for 96, 74 runs behind. In the early part of the afternoon, Eton went for the runs in their second innings, eventually declaring at 110 for 7 wickets. Harrow were left to get 185 in 165 minutes to win. In the fifty minutes before tea they scored 29 for 1. After tea they still tried to push the score along at a sufficient rate to get within striking distance of the Eton score, but in the process they lost too many wickets.

IMPROVISED GRANDSTANDS: In bright sunshine some of the spectators watch the game from the coaches in front of the Tavern—a traditional scene at the game. Although the match opened in sunshine the second day was dull and sultry.

REGAINING THE CREASE: W. G. A. Clegg hurriedly returns to his crease to avoid being run out. Opening the Eton first innings he scored 33. In the second innings he made 17; altogether, it was a valuable contribution to his side's total in a low-scoring match.

OUT FOR A DUCK: B. S. Raper, playing for Harrow, is bowled for nought by M. J. Burrell in the first innings. The side was all out for 96. In the second innings, Harrow avoided defeat in the last half-hour, with three wickets left.

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0 –100 m.p.h. — 30.2 seconds — 3340 r.p.m.
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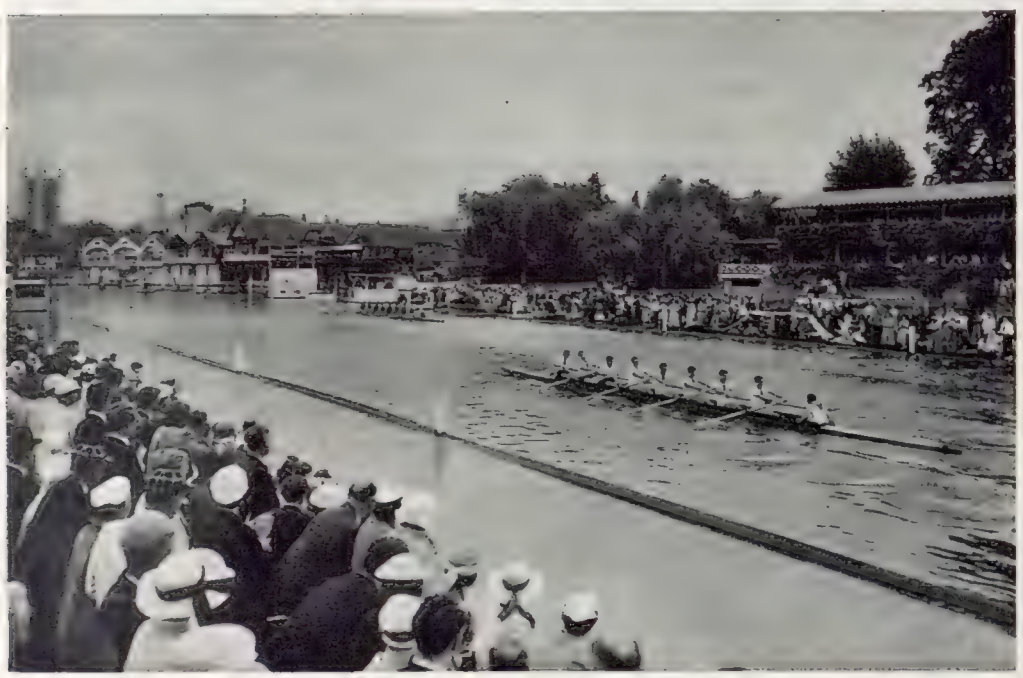
ROWING AND GOLF

Henley Royal Regatta and the Open Championship

Spectators who braved the often unkind weather at Henley were rewarded with some splendid racing. As usual, the foreign challenge in the Grand was too strong for home clubs. Once Trud, of Leningrad, had disposed of their strongest rivals, Washington University, in the first round, their victory in the final was assured. Harvard added to the long string of American wins in the Thames Cup. One of the most interesting races was in the final of the Diamonds. Ivanov, the Russian, had obviously planned to break his opponent, Mackenzie of Australia, over the first half. He went off at tremendous pace, setting a new record to the Barrier and equalling it to Fawley. But Mackenzie hung on and it was the Russian who broke down. In two open events England came into the picture. In the Stewards', Barn Cottage beat National Provincial Bank, who in a previous round had ousted the Russians, and Davidge and Leadley retained the Silver Goblets.

THE FINAL OF THE LADIES' PLATE AT HENLEY: With both sides of the river packed with excited spectators, Jesus, Cambridge (left), come up to the winning-post which they passed a quarter of a length ahead of Christ Church, Oxford. The crews were Head of River at their respective Universities in this year's summer races.



THE OUTSTANDING CREW OF THE 1958 REGATTA: Trud, of Leningrad, on the far station, are well ahead of Leichhardt, Australia, in the final of the Grand. The winners' distance was 2¼ lengths. By defeating Washington University, U.S.A., in the first round, they were hot favourites for the Cup.

REVENGE FOR AUSTRALIA: S. A. Mackenzie, of Sydney Rowing Club, Australia, sculls up the enclosures to win the Diamonds easily from V. Ivanov, of Russia, who can be seen far down the course.

A TIE LEADS TO A PLAY-OFF ON THE ROYAL LYTHAM AND ST. ANNES COURSE: D. C. Thomas (left), of Sudbury, shakes hands with P. W. Thomson, of Australia, after they had tied for first place in the fourth round of the Open Golf Championship. Each had an aggregate of 278. This necessitated a play-off on the next day from which Thomson emerged victorious with scores of 68 and 71 against Thomas's 69 and 74. *On left*—Watched by Thomas, Thomson drives off at the fourteenth tee on the day of their tie. Until last Saturday there had not been a play-off in the Open Championship since 1949. By his victory Thomson becomes Open champion for the fourth time, having won in 1954, 1955 and 1956. In other recent years he has three times been second.

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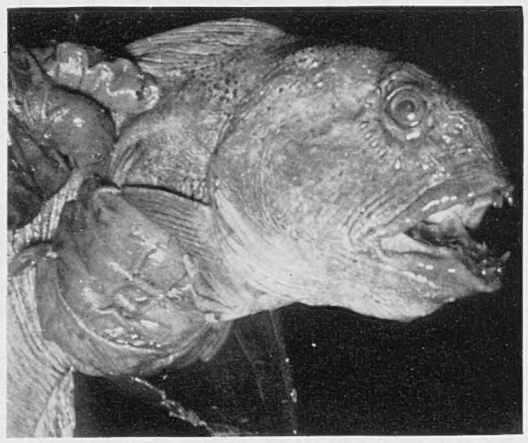
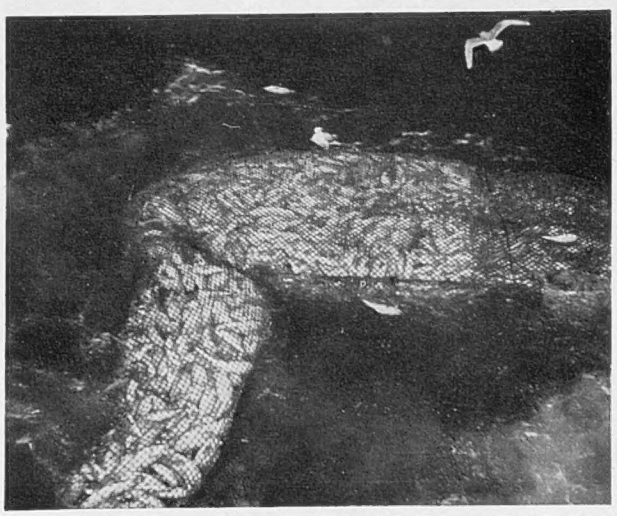
A CENTRE OF THE ICELANDIC FISHING INDUSTRY : Craft lie behind the harbour walls and below steep cliffs in Vestmannaeyar, in the Westmann islands, off the south coast of the mainland of Iceland. The 4,000 inhabitants of the port are almost exclusively engaged in fishing and in exporting the catches. The Icelanders claim that in recent years foreign trawlers have increasingly invaded their fishing-grounds. This is one of the reasons underlying the current dispute over Icelandic territorial waters.

ICELAND FISHERY

A Port Concerned in an International Dispute



THREE SOURCES OF LIVELIHOOD FOR THE PEOPLE OF VESTMANNAEYAR : *Left*—The head and face of the Seawolf, or Wolf Fish, explain the reason for its name. These fishes are sometimes over 5 ft. long. *Centre*—"Clipfish"—fish dried and salted—is one of the main exports of Iceland. *Right*—A "lengfish," or ling, disgorges its air bladder on being brought up from the sea.



A FINE HAUL: The net is crammed with fish as a result of a long trawl off the shores of Iceland. However, the islanders claim that the fish stocks in these waters are being exhausted.

SUN AND SALT: Fish are collected from the frames on which they have been laid out to dry after being salted. The girls carrying the load are typical in looks of Iceland's Viking inheritance.

Iceland is peculiar for a number of points. It can claim, with considerable historical justification, to possess the Parliament with the oldest tradition in Europe. The Althing traces its origins to A.D. 930. Contemporarily, Iceland is a member of NATO with two unique distinctions. It has no armed forces, apart from a handful of Coastguard Patrol Vessels, and within the framework of NATO it is the only country which possesses a Government in which Communists participate.

Within the last few months the island lying on the edge of the Arctic Circle has also been in the news because of the international dispute over territorial waters. Iceland wants to extend its rights over the ocean surrounding its coasts in order to keep out foreign trawlers, the activities of which are said to be seriously affecting the Icelandic fishery industry.

Fishing is traditionally the main occupation of the Icelanders. For centuries their craft, trawling from such ports as Vestmannaeyar, have been a mainstay of the national wealth. Now, say the local fishermen, alien ships arrive in large numbers and fish in the areas which used to be regarded as monopoly breeding-grounds for Iceland. For this reason the Government in Reykjavik is demanding extension of its territorial waters.

The principle of any State including in its dry-land jurisdiction an offshore area is an old concept in international law. It was first defined by convention towards the end of the eighteenth century and a three-mile limit from a coast was agreed. This represented the range of the cannon at that time. Since then the three-mile limit has been accepted by most nations, though some interpret it very broadly and take the furthermost point of their coastline to be the "line" from which the three miles is drawn. Other countries claim four, five or even six miles. Incidentally, whatever the distance, it is reckoned from low-water mark. Foreign vessels fishing in territorial waters are guilty of trespass.

Iceland's demand for twelve miles is exceptional, although it has precedent from other states in certain unusual circumstances—for example, a civil war. However, at the International Conference on Territorial Waters at Geneva last month, Britain stood firm on the original three-mile limit. The most that the United Kingdom representatives were prepared to suggest by way of an alternative was that a six-mile limit might possibly be considered as a basis for future discussion. It must be emphasised this was only a suggestion.

In a statement last week Iceland again declared that fish stocks near the island were being exhausted and announced that the twelve-mile limit would operate from September 1. For this it may well have the backing of the Soviet Union. Mr. Khrushchev has his own way of interpreting international law and procedure (*e.g.*, the Nagy executions) and would doubtless be in favour of the twelve-mile restriction if it suited him. Further, Iceland has close trade relations with Russia, which is a leading customer for Icelandic fish. But it is highly unlikely that, in the long run, Iceland, one of the oldest free communities in Europe, will forsake the advantages of NATO for the highly dubious attractions offered by the support of the leaders of the Government in the Kremlin.

SAFETY ON THE ROAD

A New Anti-skid Device; Road Casualties; Safety for Cyclists and Motor-cyclists; Car Accessories; and Motor Racing

By "THE SPHERE" MOTORING CORRESPONDENT

THE Dunlop Rubber Company has released details of an anti-skid device (illustrated in THE SPHERE on June 28) which is certain to make an important contribution to road safety. Most serious skids are caused when wheels lock "solid" as brakes are jammed on hard in an emergency. The Dunlop Company has developed a safety system which automatically eases off the brakes when the wheel is about to lock. It is called the "Maxaret," and is an ingenious adaptation of the braking system of the same name produced by Dunlops for aircraft. The Maxaret is now fitted to many different types of civil and military aircraft.

How does the Maxaret work? The device consists mainly of a small cylinder, only a few inches long, attached to the brake. It contains a small flywheel which revolves at the same speed as the road wheel. If, through excessive braking, the road wheel (and, consequently, the flywheel) decelerates at more than a certain rate, a hydraulic valve is automatically opened and the brake pressure is eased. The effect of this is to give maximum braking power all the time without interfering with the driver's ability to steer the car (which is impossible when the wheels lock).

At Fort Dunlop, Birmingham, I recently saw an impressive demonstration of the Maxaret on a Jaguar Mark VII saloon fitted with disc brakes. Mr. Ron Hambidge, a Dunlop test driver, put the Jag through a series of frightening manœuvres on the Company's skid pan, the surface of which was as slippery as if covered by melting ice. First, Mr. Hambidge drove the car with the Maxaret switched off. He was doing 50 m.p.h. when he reached the skid pan. He jammed on his brakes and the Jag spun round and round. It nearly overturned. Then he carried out the same evolution with the anti-skid device in operation. The difference was fantastic. The heavy saloon kept in a perfectly straight line and braked safely to a standstill.

Later, at the Dunlop testing-ground at Halfpenny Green, Warwickshire, I saw Mr. Hambidge carry out another spectacular test on the long, wide runway of this disused airfield. At 95 m.p.h. he clapped on his brakes on a section of the runway which had been made artificially greasy. Instead of careering along all over the place, out of control, he was able to steer the Jag in and out of a long line of bollards as the car slowed to a standstill on that treacherous surface.

A word or two, now, about road safety. . . . The latest casualty figures for Britain—covering the month of April—show a further deplorable increase, the total for the month being 21,086, an increase of 666. The fact that main road traffic was 16½ per cent. heavier helps to explain, but does not condone, this disturbing increase. If we take the figures for the first four months of the year we find that the total was 78,395. That is 9,015 more than in the same period last year, when petrol was rationed.

Accidents to cyclists and motor-cyclists continue to give special cause for anxiety and every effort should be made to make a success of the new Safe Cycling and Motor-cycling Campaign. It started in the middle of June and continues until the end of September. The object is to reduce the number of road accidents affecting all who ride on two wheels. The campaign has been organised jointly by the Ministry of Transport, the Scottish Home Department, and more than 1,000 road safety committees in various parts of the country; 150,000 posters of striking design are being employed, also 1,000,000 leaflets, 1,000,000 paper bags on which safety slogans are printed, and enormous quantities of bookmarks, drip-mats, pencils and window-stickers.

If your car has a bench-type front seat with no arm-rest you may like to know that P. D. Allen, of Dymchurch, Kent, specialises in fitting up cars which lack this driving aid. He makes arm-rests in a range to suit all popular models. They can be easily fitted, are upholstered in sponge rubber and incorporate an ash-tray and a compartment in which gloves, tyre pressure gauges and similar impedimenta can be kept. The standard model, 7 ins. wide, costs £5 19s. 6d.

Suit-cases shaped specially to fit into the luggage boot of a particular make of car enable the owner to make maximum use of the stowage space available. A wide range of these specially tailored-to-fit travelling cases is offered by S. Reid Limited, of Fleet Street, London, E.C.4. They are made in hide or synthetic leather, and so vary considerably in price. For example, a set of seven cases for certain Rolls-Royce models costs upwards of £225. But a case for the M.G.A. two-seater sports model costs only £7 15s.

While on the subject of car accessories I should like to mention a new range of maps which recently came on to the market—the Foldex European pocket maps. Measuring only 3¾ ins. by 8 ins., they can easily be carried in pocket or handbag. They cost 3s. 6d. each and the series already contains thirteen maps, including the British Isles.

From Britain's point of view this year's twenty-four-hour sports car race at Le Mans was a big disappointment. Here is a classic event which Britain has won—with Jaguar cars triumphant every time—on five occasions in the last seven years. Few people really expected Jaguars to win again this year. The five cars of this make taking part were all privately entered. They were all old cars, and had all been cut down in engine size from 3½ to 3 litres to conform with the new regulations. They were up against a factory team of Aston Martins which were racing at their own natural "weight" of 3 litres. Also in opposition was a powerful team of three works Ferraris, one of which (driven by Olivier Gendebien and Phil Hill) eventually won the race at more than 106 m.p.h.

The British Astons started favourites. Mr. David Brown, the team chief, had never yet won at Le Mans. In nine attempts he had come second on two occasions. He had won the 3-litre class five times. Now, surely, it was Aston Martins' turn to win this fabulous race. Alas, it was not to be. Two Astons dropped out with engine trouble, the third had to retire because of damage suffered in a slight accident. But a privately entered Aston driven by the brothers Peter and Graham Whitehead finished second, to save Britain from complete disgrace. None of the Jaguars finished. The two entries of Ecurie Ecosse dropped out in the first hour.

If British sports cars failed badly at Le Mans, our Grand Prix single-seat models covered themselves with glory in the European Grand Prix at Francorchamps, Belgium, the week before. There were four British cars of three different makes in the first six places, and Tony Brooks, the quiet young dental surgeon from Dukinfield, Cheshire, won in a Vanwall at the amazing average speed of 129.9 m.p.h. Stirling Moss, the Vanwall team leader, had done only one lap when he retired with mechanical trouble. He had much the same experience at Le Mans, so it looks as if the British champion has struck another patch of bad luck. In spite of his failure at Francorchamps, Moss hung on to his lead in the world championship, but on the eve of the French Grand Prix Mike Hawthorn, British member of the Ferrari team, was only three points behind.

Should motorists be forbidden to take alcohol for a specified period before they take their cars out? A team of Manchester psychologists think they should. They have just carried out some experiments with the co-operation of local bus drivers. The *British Medical Journal* tells how the team—three members of the Department of Psychology of Manchester University—served whisky in varying doses to sixty Manchester bus-drivers to test their reactions. After tossing back the Scotch the drivers had to estimate whether there was room to drive a bus in between posts set at varying distances apart.

The results, says the *B.M.J.*, showed that, as the drivers drank more whisky, they were prepared to drive through narrower gaps; and that they needed a wider gap before they could drive through it without touching the posts. Said the psychologists: "Measures taken to reduce traffic accidents must forbid the taking of alcohol for some specified period before driving. The menace to public safety comes particularly from those who, after a slight amount of alcohol, feel they are sober or believe they are driving more cautiously."

Here, in a few lines, are other facets of the current motoring scene:

Price in Britain of the Renault Dauphine, now being built in France at the rate of 1,200 a day, has been reduced by £37 10s. to £758 17s. . . .

British motorists visiting the big exhibition in Brussels are finding Belgian hotel charges almost prohibitive. At the Parc Motel, on the fringe of the exhibition grounds, the cost of one night's bed and breakfast is about £5 10s. . . .

It seems that talks have been going on between Rover Cars of Britain and Willys Motors of the U.S., with a view to a possible link-up in the production and sale of four-wheel-drive vehicles. . . .

The first spray-on wax polish to be offered to motorists in Britain is announced by Johnsons. It is a combined polish and cleaner dispensed from a pressurised tin. . . .

The R.A.C. is offering free to members a 28-page booklet, *Motor Tours in South Devon*, containing details of 12 suggested tours, descriptions of 86 places of interest, 21 maps and a list of 20 golf courses. . . .

During May, Silver City carried 4,388 cars and 12,548 passengers, compared with 2,821 cars and 8,100 passengers in May of last year. . . .

CARS FOR EXPORT: At the Ford Motor Company at Dagenham, rows of cars are lined up ready to be transported abroad. In May of this year a record number of cars was exported from Britain. The total, 47,892, was the highest since the war and the value, a figure of £18,019,044, was also a record. Further evidence of the boom can be seen in the figures for the five-month period up to May 1958. During this time exports to the United States reached 60,594, nearly doubling the total for the corresponding period last year, 35,042. Exports to the Continent increased. Sweden bought 12,895 cars, 2,500 more than in the same period last year.

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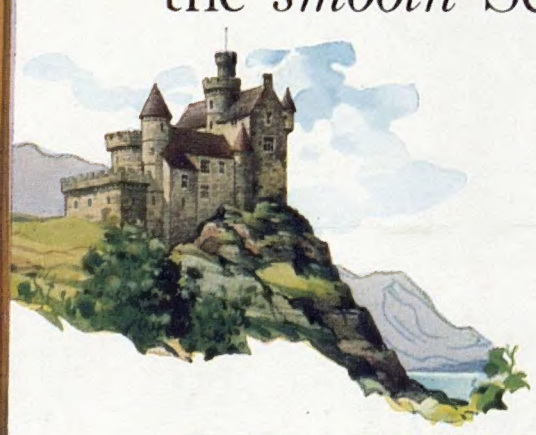

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